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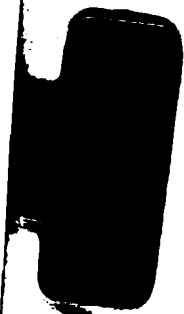
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EXECUTIVE DOCUMENTS

PRINTED BY ORDER OF



THE HOUSE OF REPRESENTATIVES

DURING THE

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1857-'58.

IN FOURTEEN VOLUMES.

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Volume 2.....	No. 2, parts 1, 2, and 3.
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Volume 4.....	No. 13.
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NEW MEXICO, PUEBLO, AND PRIVATE LAND CLAIMS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR.

TRANSMITTING

New schedules of pueblo and private land claims in New Mexico.

MARCH 25, 1858.—Referred to the Committee on Private Land Claims.

DEPARTMENT OF THE INTERIOR,
Washington, March 23, 1858.

SIR: Referring to my letter addressed to you on the 5th ultimo, accompanying transcripts of certain land claims in New Mexico, I have the honor now to submit a copy of a communication from the Commissioner of the General Land Office, dated the 2d instant, explanatory of a change in the schedules of all the pueblo and private land claims in New Mexico heretofore reported to Congress, which has been proposed by the surveyor general and adopted in the General Land Office.

Very respectfully, your obedient servant,

J. THOMPSON,
Secretary.

HON. JAS. L. ORR,
Speaker of the United States House of Representatives.

GENERAL LAND OFFICE,
March 2, 1858.

SIR: On the 6th January, and 10th February and November 21, 1857, this office transmitted to the Department of the Interior certain documents forwarded by the surveyor general of New Mexico, being claims for the final confirmation by Congress; while, according to his designation of the same, the pueblo grants were numbered from No. 1 upwards, and the citizen private land claims numbered as they were filed in his office and entered on the docket.

On an examination of these documents, made by this office, it was discovered that the system adopted in numbering these claims by the surveyor general would lead to a mixture of numbers calculated to produce confusion in legislating on the subject by Congress. On the 19th of November last this office addressed a letter to the surveyor general, drawing his attention to the subject, enumerating a variety of instances in which his mode of numbering these claims would lead to confusion, and inquiring of him whether he had adopted one series of numbers for both the confirmed private claims and confirmed pueblo claims; and he was also requested to inform this office of the series and order of his numbering of approved claims of pueblos and those of private claims, so that if any inadvertence or error was made the same may be corrected before the claims are finally confirmed by Congress.

The copy of the enclosed letter from the surveyor general of New Mexico is in reply to the letter of this office of the 19th November last, in which he acknowledges that some confusion has arisen in the enumeration of the several claims transmitted by him as referred to above, and proposes to change the system heretofore adopted, by numbering the approved claims of citizens from No. 1 up, and to distinguish the pueblo claims by alphabetical signs, commencing with the letter A, as exhibited severally on the *schedules*, copies herewith enclosed.

The designation of these claims, upon triplicate copies on file in this office, has been corrected and made to correspond to the designation proposed by him in the *schedules*, and I would respectfully request that you would transmit the same to the Committee on Private Land Claims of the respective houses of Congress, to prevent any confusion that might occur in future legislation on the subject, and thus insure a proper designation of the claims which may be confirmed by Congress.

I have the honor to be, very respectfully, your obedient servant,
THOMAS A. HENDRICKS,
Commissioner.

Hon. J. THOMPSON,
Secretary of the Interior.

SURVEYOR GENERAL'S OFFICE,
Santa Fé, New Mexico, January 12, 1858.

SIR: In transmitting claims which have been approved for their final confirmation by Congress, it was the intention of this office that the public grants should be numbered from No. 1 up, and that the citizen private land claims should be numbered as they were filed in this office and entered on the dockets; hence some confusion has arisen in the enumeration of the several claims transmitted. Upon reflection, and after the receipt of your letter of November 19, 1857, I have thought it advisable to change the system heretofore adopted, by numbering the approved claims of citizens from No. 1 up, and that the

public grants be distinguished by alphabetical signs, commencing with the letter A. As there are but twenty-one pueblos in all, there will be no danger of a repetition of the letters.

I herewith enclose a schedule of the pueblo grants and private land claims approved and transmitted, lettered and numbered as above stated, with the request that the alteration be made on the claims before their final confirmation by Congress.

Very respectfully, your obedient servant,

WM. PELHAM,
Surveyor General.

THOMAS A. HENDRICKS, Esq.,
Commissioner of the Gen'l Land Office, Washington, D. C.

Schedule of pueblo grants examined and approved by the surveyor general of New Mexico, and transmitted for the final action of Congress in the premises, viz:

- | | |
|-------------------|-------------------|
| A. Gomez. | I. Taos. |
| B. Acoma. | K. Santa Clara. |
| C. San Juan. | L. Tesuque. |
| D. Picoris. | M. San Ildefonso. |
| E. San Felipe. | N. Pojoaque. |
| F. Pecos. | O. Zia. |
| G. Cochiti. | P. Sandia. |
| H. Santo Domingo. | Q. Isleta. |

WM. PELHAM,
Surveyor General.

SURVEYOR GENERAL'S OFFICE,
Santa Fé, New Mexico, January 12, 1858.

Schedule of private land claims examined and approved by the surveyor general of New Mexico, and transmitted for the final action of Congress in the premises:

1. Preston Beck, jr., assignee, San Miguel county.
2. Town of Tonie, Valencia county.
3. Manuel Martinez, Rio Arriba county.
4. Charles Beaubien, Taos county.
5. Town of Casa Colorado, Valencia county.
6. Hugh Stephenson *et al.*, Doña Ana county.
7. Town of Tecolote, San Miguel county.
8. Donacion Vigil, San Miguel county.
9. John Scolley *et al.*, Taos county.
10. John Laruy, Santa Fé county.
11. Town of Chilili, Bernallilo county.

4 NEW MEXICO, PUEBLO, AND PRIVATE LAND CLAIMS.

- 12. Antonio Sandoval, San Miguel county.
- 13. Town of Belen, Valencia county.
- 14. Serafin Ramirez, Bernallilo county.
- 15. { Charles Beaubien, } Taos county.
 { Guadalupe Miranda, }
- 16. José Leandro Perea, San Miguel county.
- 17. Ceran St. Vrain *et al.*, Taos county.
- 18. Alexander Vallé, San Miguel county.

WM. PELHAM,
Surveyor General.

SURVEYOR GENERAL'S OFFICE,
Santa Fe, New Mexico, January 12, 1858.

ESTIMATES—MAIL SERVICE.

LETTER

FROM

THE POSTMASTER GENERAL,

COMMUNICATING

Estimates for the mail service.

MARCH 25, 1858.—Referred to the Committee of Ways and Means.

POST OFFICE DEPARTMENT,
March 24, 1858.

SIR: Pursuant to the 2d section of the "act to change the organization of the Post Office Department," approved July 2, 1836, I have the honor to submit specific estimates of the sums of money expected to be required for the service of the year ending June 30, 1859, viz:

For transportation of the mails, inland.....	\$10,140,520
For compensation to postmasters.....	2,325,000
For ship, steamboat and way-letters.....	20,000
For wrapping paper.....	55,000
For office furniture, in post offices.....	5,000
For advertising.....	85,000
For mail bags.....	65,000
For blanks and paper for the same.....	125,000
For mail locks, keys and stamps.....	15,000
For mail depredations and special agents.....	70,000
For clerks for offices, post offices.....	850,000
For postage stamps and stamped envelopes.....	100,000
For miscellaneous items.....	180,000

\$14,035,520

In relation to the foregoing estimates, I deem it proper to say that "compensation to postmasters," and "clerks for offices," are items payable out of the commissions and allowances made to postmasters by law; and that the latter take their own compensation and the compensation of their clerks out of the revenue as it accrues. The

compensation of a postmaster is not permitted by law to exceed \$2,000 per annum from commissions, and \$2,000 from box rents, making, together, a maximum of \$4,000 a year. The "clerks for offices" are employed by the postmasters and paid out of the commissions; but the department controls the number of clerks and the amount of their compensation. The surplus of commissions and other emoluments remaining after paying rent and incidental expenses, is paid over as revenue, under the 41st section of the act of 1825

The estimates of the current year ending June 30, 1858, were made and sent to Congress on the 20th December, 1856, and the amount therein required for the transportation of the mails, inland, is \$7,622,247; but in a later estimate carefully prepared in the contract office on the 18th December, 1857, the rate of cost on the 30th June, 1858, is set down at \$7,829,728. A portion of the increase (\$120,044) is occasioned by the higher rates at which the new contracts were made in the New England and New York section, which commenced on the 1st July, 1857, and the remainder of the increase is produced by new railroad service and other improvements.

The following is the estimate for inland transportation in 1859, viz :

Cost of transportation on the 30th June, 1858, as estimated	\$7,829,728
Cost of improvements in the service generally for the year 1859, including new railroads, estimated at 10 per cent.....	782,972
Estimated additional cost of the new contracts to be let in April and go into operation on the 1st July next, consisting of Alabama, Mississippi, Louisiana, Arkansas, Texas, Kentucky, Tennessee, Missouri, Iowa, Nebraska, Kansas, Illinois, Indiana, Michigan, Wisconsin, Minnesota, California, Oregon, Washington, Utah, and New Mexico.....	1,000,000
Estimated cost of new post routes established by the act of March 3, 1857, to be put in operation, July 1, 1858.	77,820
Cost of the overland California route from October 1, 1858, to June 30, 1859, at \$600,000 per annum.....	450,000
	<hr/>
	<u>\$10,140,520</u>

I have the honor to be, very respectfully,

AARON V. BROWN,
Postmaster General.

Hon. JAMES I. ORR,
Speaker of the House of Representatives.

ESTIMATES—OCEAN MAIL SERVICE.

LETTER

FROM

THE POSTMASTER GENERAL,

COMMUNICATING

Estimates for mail service to foreign countries and across the Isthmus of Panama.

MARCH 25, 1858—Referred to the Committee of Ways and Means.

POST OFFICE DEPARTMENT,
March 24, 1858.

SIR: In obedience to the second section of the "act to change the organization of the Post Office Department," &c., approved July 2, 1836, I have the honor to submit an estimate of the sums which will probably be required for the mail service to foreign countries and across the Isthmus of Panama for the year commencing July 1, 1858, so far as the same is payable out of the revenue of the Post Office Department:

For the transportation of the mails from New York, by Southampton or Cowes, to Bremen, and from New York, by Southampton or Cowes, to Havre, thirteen round trips on each line, to be performed for the United States postages, sea and inland, accruing from the mails carried on each line, which, it is estimated, will amount to not exceeding	\$230,000
For transportation of the mail between Charleston and Havana, under the contract with M. C. Mordica.....	50,000
For the transportation of the mails across the Isthmus of Panama	100,000
	<u>\$380,000</u>

The estimate for the New York and Havre, and New York and Bremen lines, is intended to provide against the possible discontinuance of the service on those lines. The department is not certain that, after the expiration of the present contract, on the 1st June next, it

can procure the mails to be carried for the United States postage, sea and inland ; but it is hoped and expected that Congress will, at the present session, decide, in view of this uncertainty, whether the service shall be continued on those terms, or whether, and in what way, or higher rate of compensation, if any, shall be awarded.

I have the honor to be, very respectfully, your obedient servant,
AARON V. BROWN,
Postmaster General.

Hon. JAMES L. ORR,
Speaker of the House of Representatives.

RAILROAD FROM DUBUQUE TO SIOUX CITY.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

IN REPLY TO

A resolution of the House calling for information relative to the construction of a railroad from Dubuque to Sioux city, and branch from the mouth of the Tete des Morts.

MARCH 26, 1858.—Referred to the Committee on Public Lands.

DEPARTMENT OF THE INTERIOR,
Washington, March 20, 1858.

SIR: In reply to the resolution of the House of Representatives, adopted on the 16th instant, calling upon this department for information relative to the construction of the line of railroad from Dubuque, Iowa, to a point on the Missouri river near Sioux city, "with a branch from the mouth of the Tete des Morts to the nearest point on said road," I have the honor to transmit a copy of the report of the Commissioner of the General Land Office, of the 19th instant, stating that no lands have as yet been certified as inuring to the State of Iowa, on account of said road or branch, nor has advice been received of the completion of any part of said road or branch.

Very respectfully, your obedient servant,

J. THOMPSON, *Secretary.*

HON. JAS. L. ORR,
Speaker of the U. S. House of Representatives.

GENERAL LAND OFFICE,
March 19, 1858.

SIR: I have the honor to return herewith House resolution of the 16th March, 1858, calling for the "amount of land certified to the State of Iowa for the purpose of building a railroad" from Dubuque to Sioux city, with a branch to the mouth of the "Tete des Morts," and "whether said branch has been completed," referred to this office for

report on the 17th instant, and, in reply, to state that no lands have as yet been certified to as inuring to the State of Iowa on account of said road or branch, nor has this office been advised of the completion of any part of said road or branch.

Very respectfully, your obedient servant,

THOS. A. HENDRICKS,
Commissioner.

Hon. JACOB THOMPSON,
Secretary of the Interior.

SUPPLEMENTAL ESTIMATES FOR INDIAN SERVICE.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

ENCLOSING

Supplemental estimates for the Indian service on the Pacific coast and in remote Territories upon either side of the Rocky mountains, &c., &c.

MARCH 26, 1858.— Referred to the Committee of Ways and Means.

TREASURY DEPARTMENT, *March 24, 1858.*

SIR: I transmit herewith a communication from the Secretary of the Interior, with supplemental estimates of funds required for the Indian service upon the Pacific coast and in remote Territories upon either side of the Rocky mountains for the next fiscal year; also, estimates for deficiencies for the same service for the year ending June 30, 1858, together with such transcripts of correspondence between the Indian Office and its agents as it is thought may be serviceable in explanation of the same.

I am, very respectfully, your obedient servant,

HOWELL COBB,
Secretary of the Treasury.

HON. JAMES L. ORR,
Speaker of House of Representatives U. S.

DEPARTMENT OF THE INTERIOR, *March 24, 1858.*

SIR: I have the honor to transmit herewith supplemental estimates of funds required for the Indian service upon the Pacific coast and in remote Territories upon either side of the Rocky mountains for the next fiscal year; also, estimates for deficiencies for the same service for the year ending June 30, 1858, together with such transcripts of correspondence between the Indian Office and its agents as it is thought may be serviceable in explanation of the same.

I am, sir, very respectfully, your obedient servant,

J. THOMPSON, *Secretary.*

HON. HOWELL COBB,
Secretary of the Treasury.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, March 18, 1858.

SIR: I have now to submit for your consideration and direction estimates for funds required to supply deficiencies in the Indian service for the fiscal year ending 30th June, 1858, with accompanying papers explanatory of the same, numbered from one to fourteen, and marked from A to O, with copy of additional letter received from Superintendent Nesmith since the first estimate of \$264,000 was made for deficiencies in Oregon Territory.

I have the honor to be, very respectfully, your obedient servant,
CHARLES E. MIX,
Acting Commissioner.

Hon. J. THOMPSON,
Secretary of the Interior.

No. 1.

OFFICE SUPERINTENDENT INDIAN AFFAIRS,
Salem, Oregon, September 1, 1857.

SIR: Enclosed I have the honor to submit estimates of funds necessary for the fourth quarter of 1857, amounting, in the aggregate, to \$163,203.

While these estimates may appear large, I desire to say that they are much lower than the estimates submitted by the different agents in charge. It should also be borne in mind that these estimates cover a large amount for winter supplies now under contract. Every endeavor is being made to economize expenditures, but they must remain necessarily large while we have such vast numbers of naked and destitute Indians to subsist.

Very respectfully, your obedient servant,
J. W. NESMITH,
Sup't Indian Affairs Oregon and Wash. Territories.

Hon. J. W. DENVER,
Commissioner Indian Affairs, Washington city, D. C.

Estimate of funds required at the Oregon and Washington Indian superintendency during the fourth quarter of 1857, beginning on the 1st of October and ending on the 31st of December, 1857.

For temporary reservation at the mouth of the Umpqua river :	
To pay for twenty tons of flour.....	\$2,000
To pay for 10,000 pounds of beef	1,000
To pay for clothing for Indians.....	2,000
To pay for incidental expenses	1,500
	<hr/>
	6,500
	<hr/>

SUPPLEMENTAL ESTIMATES FOR INDIAN SERVICE.

3

For Coast or Siletz reservation :

To pay for 100 tons of flour, now under contract, at \$8 25 per hundred pounds, for winter supply.....	\$16,500
To pay for building houses for Indians	2,500
To pay for 10,000 pounds of beef, at 8 cents per pound.....	8,000
To pay for necessary employés.....	4,350
To pay for clothing for Indians.....	5,000
To pay for incidental expenses	2,380
	<hr/>
	38,730
	<hr/>

For Grande Ronde reservation :

To pay for 100 tons of flour, for winter supply, at \$6 50 per hundred pounds.....	\$12,500
To pay for Indian labor.....	3,750
To pay for necessary employés.....	4,000
To pay for incidental expenses	2,850
To pay for hospital expenses.....	1,000
To pay for tinner.....	300
To pay for material for tinner and blacksmith.....	750
To pay for 80,000 pounds of beef, at \$7 per hundred pounds.	5,600
	<hr/>
	30,750
	<hr/>

For Tillamook sub-agency :

To pay for presents of clothing to Indians	\$1,250
To pay for subsistence.....	1,500
	<hr/>
	2,750
	<hr/>

For Dalles agency, east of the Cascade mountains :

To pay for purchase of flour for winter supply.....	\$5,000
To pay for purchase of beef for winter supply.....	4,000
To pay for purchase of clothing for Indians.....	7,000
To pay for salary of physician.....	250
	<hr/>
	16,250
	<hr/>

For Columbia River district :

To pay for purchase of flour for winter supply .	\$4,800
To pay for purchase of beef for winter supply.....	3,000
To pay for purchase of clothing for Indians.....	4,000
To pay for necessary employés	2,750
To pay for incidental expenses	1,400
	<hr/>
	15,950
	<hr/>

For Puget's Sound district:

To pay for flour necessary to subsist Indians during winter...	\$10,000
To pay for beef necessary to subsist Indians during winter...	4,500
To pay for clothing for Indians	8,000
To pay for necessary employés	3,000
To pay for contingent expenses	2,800
	<hr/>
	28,300
	<hr/>

For general expenses of the Oregon and Washington
Indian superintendency:

To pay salary of superintendent, three months.....	\$625
To pay salary of express messenger.....	273
To pay salary of five full agents.....	1,875
To pay salary of three sub-agents.....	750
To pay salary of ten local and special agents, at the rate of \$1,000 per annum.....	2,500
To pay salary of ten interpreters.....	1,250
To pay salary of two clerks to superintendent, at \$150 per month.....	900
To pay for office rent, fuel, stationery for superintendent's office.....	300
To pay for travelling expenses of superintendent and agents	5,000
To pay for presents to Indians	5,000
To pay for general incidental expenses.....	2,500
To pay for removing Indians to reservations.....	3,000
	<hr/>
	23,973
	<hr/>

Recapitulation.

For Umpua reservation.....	\$6,500
For Coast or Siletz reservation.....	38,730
For Grande Ronde reservation.....	30,750
For Tillamook sub-agency.....	2,750
For Dalles agency.....	16,250
For Columbia River district.....	15,950
For Puget's Sound district.....	28,300
General expenses of Oregon and Washington superin- tendency.....	23,973
	<hr/>
Total.....	163,203
	<hr/>

One hundred and sixty-three thousand two hundred and three dol-
lars; which amount I have to request to be forwarded immediately, in
drafts on New York of from three to five thousand dollars each.

J. W. NESMITH,

Sup't Indian Affairs for Oregon and Washington Territories.

No. 2.

OFFICE SUPERINTENDENT INDIAN AFFAIRS,
Salem, Oregon, November 6, 1857.

SIR : Herewith enclosed I have the honor to submit my estimates for funds necessary and required for the Indian service within this superintendency for the first and second quarters of 1858. These estimates are intended for the expenses of the two quarters for which they are made, and not to apply to the large amount of outstanding indebtedness of the service contracted by my predecessors and myself.

For the outstanding indebtedness referred to, and for the expenses of the present (fourth quarter of 1857,) my estimates have already been submitted, but have not elicited the remittances called for. Doubtless, my present estimates for the first half year will appear large. I, however, desire to impress you with the fact that they are as low as a continuance of the present system will admit of.

It should also be borne in mind that much of the funds estimated for is intended to pay for permanent improvements, in the way of opening farms, erecting houses, mills, &c., &c., a species of expense not likely to occur again for many years, and I am satisfied that the expense of the half year estimated for will be double as large as it will be for any subsequent period of the same duration.

The agents in charge of the Great Siletz and Grande Ronde reservations assure me that with the present crops, which are being put in and preparing to put in in the spring, will be nearly, if not quite, ample for the subsistence of the Indians after next harvest.

In relation to the amount of those estimates, I can only say that the same is as low as the service can be managed under the present system, and it cannot even be conducted on the present estimates if the officers here are compelled to conduct the business on the system of credit.

I therefore have to request that remittances be made in advance of the purchases, and equal to the estimates ; if this cannot be done, the whole system had better be abolished at once, and the Indians turned loose to obtain their living, as they will, by plunder and murder. Things under the present system will not admit of being half done ; its utter abandonment would be preferable. I therefore have again to request that my estimates be responded to with the funds,

Very respectfully, your obedient servant,

J. W. NESMITH,
Sup't Ind Affairs O. and W. T.

Hon. CHARLES E. MIX,
Acting Comm'r Ind. Aff's, Washington, D. C.



Estimate of funds necessary and required for general purposes of the Indian service within the superintendency composed of the Territories of Washington and Oregon for the 1st and 2d quarters, being the first half year of 1858, not provided for by treaty stipulations.

For what object.	Amount.	Total.
WASHINGTON TERRITORY.		
Columbia River district.		
To purchase subsistence for Indians.....	\$5,000 00	\$14,550 00
To purchase clothing for Indians.....	4,000 00	
To pay of necessary employes.....	3,550 00	
To pay of incidental expenses.....	2,000 00	
Puget's Sound district.		
To purchase subsistence for Indians.....	8,000 00	21,000 00
To purchase clothing for Indians.....	6,000 00	
To pay of necessary employes	4,500 00	
To pay of contingent expenses.....	2,500 00	
Eastern district, east of the Cascade mountains.		
To pay for subsistence and presents for Indians.....	7,000 00	10,300 00
To pay for necessary employes.....	1,500 00	
To pay for incidental expenses.....	1,800 00	
Salary of three full agents, half year.....	2,250 00	9,500 00
Salary of two sub-agents, half year	1,000 00	
Salary of five interpreters, half year.....	1,250 00	
Salary of ten local and special agents, half year	5,000 00	
Total amount required for Washington Territory, up to June 30, 1858.....		55,350 00
OREGON TERRITORY.		
Dalles agency, east of Cascade mountains.		
To pay for subsistence of Indians.....	5,000 00	16,200 00
To pay for clothing for Indians	4,000 00	
To pay for salary of physician.....	500 00	
To pay for expense of taking care of sick, and medicines....	1,200 00	
To pay for necessary employes.....	3,000 00	
To pay for incidental expenses.....	2,500 00	
Temporary reservation at the mouth of the Umpqua river.		
To pay for subsistence for Indians.....	3,000 00	8,000 00
To pay for clothing for Indians	2,500 00	
To pay for expenses of taking care of the sick	1,000 00	
To pay for contingent expenses	1,500 00	

SUPPLEMENTAL ESTIMATES FOR INDIAN SERVICE.

7

ESTIMATE—Continued.

For what object.	Amount.	Total.
Brought forward.....	-----	\$24,200 00
<i>Chast or Siletz reservation.</i>		
To pay necessary employes engaged in fencing ground, erecting buildings, putting in crops, and other necessary service and labor on the reservation.....	\$15,550 00	
To pay for 300,000 pounds of fresh beef for subsistence of Indians, at 12 cents per pound.....	36,000 00	
To pay for 364,000 pounds of flour for same, at 9 cents	32,760 00	
To pay for expense of taking care of sick and purchase of medicines.....	2,500 00	
To pay for clothing for Indians.....	10,000 00	
To pay for incidental expenses.....	2,500 00	
To pay for erection of saw and flouring mills	10,000 00	
		109,310 00
<i>Grande Ronde reservation.</i>		
To pay for medicines and expense of taking care of sick	2,650 00	
To pay necessary employes engaged in fencing ground, erecting buildings, putting in crops, and other necessary service and labor on the reservation.....	15,000 00	
To pay for 180,000 pounds of flour for subsistence of Indians, at 6 cents per pound.....	10,800 00	
To pay for 180,000 pounds of beef for same, at 9½ cents per pound	17,325 00	
To pay for contingent and incidental expenses	4,500 00	
To pay for completion of flouring mill	5,000 00	
		55,275 00
		188,785 00
<i>General expenses of the superintendency not included in the estimates for the foregoing districts</i>		
To pay for purchase of subsistence to be distributed among Indians not enumerated or belonging to the reservations..	5,000 00	
To pay for presents of clothing to same.....	6,500 00	
To pay of salary of superintendent, half year.....	1,250 00	
To pay of salary of three full agents, half year	2,250 00	
To pay of salary of two sub-agents, half year.....	1,000 00	
To pay of salary of five interpreters, half year	1,250 00	
To pay of salary of two clerks in superintendent's office, at \$150 per month.....	1,800 00	
To pay of salary of one express messenger, at \$90 per month.	540 00	
To pay office rent, fuel, stationery, &c., for superintendent's office, travelling expenses of superintendent, agents, and sub-agents	5,000 00	
General incidental expenses.....	4,500 00	
		29,690 00

RECAPITULATION.

Washington Territory :		
Columbia River district.....	\$14,550 00	
Puget's Sound district	21,000 00	
Eastern district, east of the Cascade mountains.....	10,300 00	
Salaries of agents, sub-agents, interpreters, local and special agents.....	9,500 00	
		\$55,350 00
Oregon Territory :		
Dalles, or eastern district	16,200 00	
Temporary reservation at mouth of Umpqua.....	8,000 00	
Coast or Siletz reservation	109,310 00	
Grande Ronde reservation	55,275 00	
General expenses of the superintendency.....	29,090 00	
		217,875 00
		273,225 00

Required for this superintendency for the half year of 1858, being the 1st and 2d quarters of 1858, commencing January 1, and ending June 30, 1858, two hundred and seventy-three thousand two hundred and twenty-five dollars; which amount you will please remit in United States treasury warrants on New York, in denominations of from three to five thousand dollars.

J. W. NESMITH,
Superintendent of Indian Affairs, O. and W. T.

OFFICE SUPERINTENDENT INDIAN AFFAIRS,
Salem, Oregon, November 1, 1857.

No. 3.

OFFICE SUPERINTENDENT INDIAN AFFAIRS,
Salem, Oregon, June 17, 1857.

SIR : Enclosed I forward my estimates for the funds necessary, and required for the service of the Indian department in the Territories of Washington and Oregon up to the 30th of September, 1857.

Those estimates do not include the annuities due to the Indians in Oregon under treaty stipulations. I did not consider it necessary to include it, inasmuch as you have the specific sums before you appropriated for that purpose. Besides, I still hope that the goods called for in the requisition of my predecessor for the purpose of paying those annuities are on the way, or that the money has already been forwarded from the Treasury Department for the purpose of purchasing them here. If neither the goods, nor the money to purchase them with, has been forwarded, I hope that it may be speedily done, as those Indians express great uneasiness and dissatisfaction at what they regard as bad faith towards them; besides, the goods are absolutely necessary to supply their immediate and pressing wants.

The estimates of outstanding indebtedness in Washington Territory are taken from the schedule furnished to me by Governor Stevens.

In relation to the estimates of outstanding indebtedness in this (Oregon) Territory, I have experienced much difficulty. As I stated to you in my communication of May 5, there was no date on file in this office which would give the desired information. Late Superintendent

Hedges has never furnished me with any list of those claims as gives me any information on the subject. My only alternative was to obtain an approximate estimate by reference to the different agents. I therefore, on the 2d of May, addressed a circular to the different agents, requiring them to furnish statements of the outstanding and unpaid liabilities of their respective agencies. On my return from Olympia, on the 11th inst., I found those statements on file in the office. They are all embodied in the aggregate sum of \$125,366 84, and carried to sheet B, herewith enclosed.

The second item on sheet B is for \$50,000, "supposed outstanding liabilities contracted by late Superintendent Hedges." The estimate for this item is a mere arbitrary one, yet as I know of some large outstanding claims, and presuming that they, in the aggregate, amount to about the sum estimated for, I have thought proper to include it in the estimates.

The rest of the estimates for outstanding unpaid liabilities are taken from accurate estimates made by agents.

The estimates for this expenses of this superintendency from the time I assumed the duties of the office up to September 30, 1857, are carefully made, and amount, in the aggregate, for both Territories, to \$174,762 82, exclusive of the annuities due to Indians in Oregon under treaty stipulations. While this amount may appear large, it should be borne in mind that it covers a period of five months, and that much of the expense is for putting up buildings, opening farms, and other permanent improvements which will require no further outlay.

I cannot urge upon you too strongly the necessity of remitting the entire amount estimated, (\$474,490 95,) as every dollar of it will be required for this superintendency before the 30th September next.

The impropriety and, I might say, the impracticability of carrying on the business of the superintendency upon a credit system is becoming daily more apparent. The large amounts already due to persons who are under the necessity of realizing something immediately upon their claims has destroyed the credit of the department here, and the claims so long overdue are being offered for sale, and hawked about at enormous discount.

It is only a waste of public funds to make purchases here upon the depreciated credit of the department, as persons who sell charge prices sufficiently high to remunerate them for the contingent risk of waiting for their pay.

I have to request that the remittances be made in treasury drafts of from three to five thousand dollars each, payable on *New York*. Nearly all remittances are made from here directly on *New York*, and if drafts are made payable on *San Francisco* the cost will be about 1½ per cent. to ship coin from *San Francisco* to *Oregon*, to say nothing of the risk without insurance.

I am, very respectfully, your obedient servant,

J. W. NESMITH,

Sup't Indian Affairs, O. and W. T.

Hon. J. W. DENVER,

Commissioner Indian Affairs, Washington, D. C.

No. 4.

Copy of estimate of funds required for the Siletz Indian agency, Oregon Territory, in charge of Agent R. B. Metcalf, for the third quarter, ending September 30, 1857.

For salary of Indian agent.....	\$375 00
For salary of local agent at Yagurna bay.....	300 00
For salary of resident physician.....	375 00
For salary of commissary.....	300 00
For salary of interpreter and general assistant.....	300 00
For salary of clerk.....	300 00
For salary of blacksmith.....	300 00
For salary of hospital steward.....	150 00
For 4 carpenters, 79 days, at \$4 25.....	1,344 00
For 4 ship carpenters, 79 days, at \$3.....	948 00
For 30 laborers and teamsters, to build houses for Indians, cutting rails, building fences, &c., 79 days, at \$2 50...	5,925 00
For Indian labor—opening roads, cutting rails, &c.—at \$1 per day.....	3,760 00
For breaking 800 acres new ground, at \$6.....	4,800 00
For cross-ploughing 200 acres, at \$3.....	600 00
For 900 bushels of wheat, (for seed,) at \$2 25.....	2,025 00

For hospital.

Medicines.....	166 66
Stores.....	166 66

For carpenters, blacksmiths, and laborers.

3,000 pounds nails, at 10 cents.....	300 00
Tools, hardware, &c.....	200 00
2,000 pounds assorted rod and bar iron, at 15 cents.....	300 00
500 pounds assorted steel, at 30 cents	150 00
6 dozen felling axes, at \$20.....	120 00
12 dozen axe helvies, at \$5.....	60 00

Subsistence for Indians and employés.

184,000 pounds of fresh beef, at 8 cents.....	14,720 00
184,000 pounds of flour, at 8 cents.....	14,720 00
3,000 pounds of bacon, at 20 cents.....	600 00
1,675 pounds of sugar, at 16 cents.....	268 00
500 pounds of coffee, at 20 cents.....	100 00
100 pounds of tea, at 50 cents.....	50 00
150 pounds of saleratus, at 13½ cents.....	20 25
30 gallons syrup, at \$1 50.....	45 00
50 pounds of candles, at 50 cents.....	25 00
500 pounds of soap, at 15 cents.....	75 00
500 pounds of tobacco, at 45 cents { for presents and }	225 00
500 pipes and stems, at 3 cents.... { on annuities, }	15 00

54,128 57

The above estimate was furnished to this office by Agent R. B. Metcalf, in charge of the Siletz agency, Oregon Territory, and is a true copy.

J. W. NESMITH,
Superintendent Indian Affairs.

Copy of estimate of funds required for the Umpqua sub-agency, Oregon Territory, in charge of Sub-Agent E. P. Drew, for the third quarter, ending September 30, 1857.

For salary of Indian sub-agent.....	\$250 00
For salary of interpreter.....	125 00
For pay of physician, at \$75 per month.....	225 00
For pay of school teacher, at \$60 per month.....	180 00
For flour for subsistence of Indians.....	2,000 00
For beef for subsistence of Indians.....	1,200 00
For Indian goods for distribution.....	900 00
For books, stationery, &c., for school.....	20 00
For lumber and building materials.....	400 00
For incidental expenses.....	500 00
	5,800 00
	5,800 00

The above estimate was furnished to this office by Sub-Agent E. P. Drew, in charge of the Umpqua sub-agency, Oregon Territory, and is a true copy.

J. W. NESMITH,
Superintendent Indian Affairs.

Copy of estimate of funds required for the Indian service at the Dalles agency, Oregon Territory, in charge of Agent A. P. Dennison, for the third quarter, ending September 30, 1857.

Salary of agents.....	\$1,125 00
Incidental expenses.....	500 00
Restoring and maintaining peace, &c.....	10,000 00
	11,625 00
	11,625 00

DALLES, May 23, 1857.

A. P. DENNISON,
Indian Agent, N. E. District.

The above estimate was furnished to this office by Agent A. P. Dennison, in charge of the Dalles agency, and is a true copy.

J. W. NESMITH,
Superintendent of Indian Affairs.

Copy of estimate of funds required for the Indian service at the Grande Ronde agency, Oregon Territory, in charge of Agent John F. Miller, for the third quarter, ending 30th September, 1857.

For Indian labor on buildings, hospital, farms, saw-mill, &c.	\$1,600 00
For hospital pay of physician, steward, &c.....	1,058 00
For two carpenters.....	780 00
For superintendent of farming and two farmers.....	875 00
For pay of blacksmiths	675 00
For saw-mill, pay of sawyer, &c., &c.....	900 00
For pay of two teachers.....	500 00
For pay of necessary employés.....	300 00
For pay of tiuner.....	300 00
For pay of commissary and assistant.....	375 00
For pay of agent.....	375 00
For pay of interpreter.....	125 00
For pay of incidental expenses, clerk hire, &c.....	600 00
For 63 tons of flour, at 6½ cents per pound.....	7,980 00
For 63 tons of beef, at 7 cents per pound.....	8,820 00
	<hr/>
	25,263 00
	<hr/>

The above estimate was furnished to this office by Agent John F. Miller, in charge of the Grande Ronde agency, Oregon Territory, and is a true copy.

J. W. NESMITH,
Superintendent of Indian Affairs.

A.

Estimate of funds required for the service of the Indian department, in Washington Territory, for the month of June, second quarter of 1857, and for the third quarter of 1857, terminating on the 30th of September.

For payment of outstanding and unpaid liabilities, as per abstract enclosed and herewith transmitted, and certified as due by Governor Stevens.....	\$73,416 84
For pay of agents, sub-agents, local and special agents, and interpreters.....	6,450 00
For the general incidental expenses of the Indian service in Washington Territory.....	8,000 00
For the restoration and maintenance of peace in Washington Territory.....	15,000 00
For aiding the Indians in procuring their subsistence in Washington Territory.....	5,000 00
For purchase of presents for the Indians and the pay of necessary employés in Washington Territory.....	10,000 00
For fulfilling the articles negotiated twenty-sixth of December, eighteen hundred and fifty-four, with certain bands of Indians of Puget's Sound, in Washington Territory.....	7,500 00
	<hr/>
Total amount required for Washington Territory, to September 30, 1857.....	125,366 84
	<hr/>

B.

Estimate of funds required for the service of the Indian department in the superintendency composed of Washington and Oregon Territories, up to the 30th of September, being the end of third quarter of 1857.

Amount brought forward from abstract A, of funds required for Washington Territory.....	\$125,366 84
For outstanding liabilities against the Indian department in Oregon Territory, up to the 30th June, being the end of the second quarter of 1857, as estimated and reported upon by the different agents.....	176,311 29
For supposed outstanding liabilities contracted by late Superintendent Hedges.....	50,000 00
For sum required for Siletz agency, Oregon Territory, for the third quarter of 1857, as per estimate of Agent Metcalf, in charge.....	54,128 57
For sum required for Grande Ronde agency, Oregon Territory, for the third quarter of 1857, as per estimate of Agent Miller, in charge.....	25,263 00
For sum required for Dalles agency, Oregon Territory, for the third quarter of 1857, as per estimate of Agent Dennison, in charge.....	11,625 00
For sum required for Umpqua sub-agency, Oregon Territory, for the third quarter of 1857, as per estimate of E. P. Drew, sub-agent, in charge.....	5,800 00
For pay of salary of superintendent, from May 1, 1857, to September 30, 1857, five months.....	1,041 25
For pay of expenses, messenger for same period.....	455 00
For contingent and incidental expenses.....	10,000 00
For clerk hire, office rent, fuel, lights, stationery, and travelling expenses of superintendent, agents and sub-agents, and transportation of annuity goods.....	14,500 00
Total amount required to pay outstanding liabilities and the expenses of the Indian department in Washington and Oregon Territories, up to the 30th September, 1857.....	474,490 95

Recapitulation.

For outstanding liabilities in Washington and Oregon Territories.....	\$299,728 13
For expenses of part of the second quarter and all of the third quarter, to September 30, 1857.....	174,762 82
	474,490 95

I have to request that the above amount, four hundred and seventy-four thousand four hundred and ninety dollars and ninety-five cents,

be forwarded as soon as practicable, in treasury drafts, payable in New York, in the denomination of three and five thousand dollars, as it is difficult to dispose of larger drafts here, and impossible to sell drafts on San Francisco, except at a discount.

J. W. NESMITH,
Sup't Indian Affairs Washington and Oregon Territories.

No. 5.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, March 18, 1857.

SIR: You have been appointed by the President, by and with the advice and consent of the Senate, to be superintendent of Indian affairs for the Territories of Washington and Oregon, and I herewith enclose your commission, and the form of an official bond and oath.

The bond will be executed by yourself, with three or more sureties, in the presence of witnesses, in the penal sum of seventy thousand dollars, and the sufficiency of your sureties for the amount of the penalty of the bond must be certified to by a United States district judge, or a United States attorney.

The oath of office must be taken before a judge of a United States court, or a justice of the peace; and if taken before a justice, his official character must be certified to under seal of the proper court or office.

The section of the act of March 3, 1857, by which the office to which you have been appointed was created, is in the following words:

"*And be it further enacted*, That in lieu of the provisions for the exercise of the duties of superintendents of Indian affairs in the Territories of Oregon, Washington, Utah, and New Mexico, as now provided by law, the President be, and he is hereby, authorized to appoint, by and with the advice and consent of the Senate, one superintendent of Indian affairs for the Territories of Washington and Oregon, at the annual salary of twenty-five hundred dollars; one superintendent of Indian affairs for the Territory of New Mexico, and one for the Territory of Utah, each at the annual salary of two thousand dollars; and that from and after such separation of the duties of said offices the governor of Washington shall receive the same salary as that paid to the governor of Oregon; and the governors of Utah and New Mexico shall each receive the salary of twenty-five hundred dollars. The superintendents of Indian affairs in the Territories of Oregon, Washington, Utah, and New Mexico shall negotiate no treaties with any Indian tribes within said Territories unless instructed thereto by the President of the United States."

Should you accept the appointment thus tendered you, you will immediately perfect your official bond, and take the oath of office, as above directed, and file the same with the governor of the Territory of Oregon for transmission here. You will obtain from him a certificate that your bond has been executed and oath taken according to the instructions of this office, and you will thereupon immediately proceed to relieve the superintendents now acting in the two Territories of Oregon and Washington.

You will first call on Abraham F. Hedges, esq., Oregon city, and, on exhibiting to him the certificate that your bond and oath have been duly executed and filed, he is directed, by letter of this date, to turn over to you all the public moneys, property, records, and papers of, or pertaining to, the Oregon superintendency, for which you will give to him proper receipts.

Immediately on taking possession of the office, after informing yourself of the existing policy, and the instructions of this office to the superintendent in Oregon, you will report succinctly, in detail, your plans and opinions relative to the management of Indian affairs in Oregon for the present and future, with a statement of the present condition of things at the reservations, and within the several agencies and sub-agencies in Oregon.

You will, without delay, prepare and forward a succinct statement of funds required to meet existing liabilities of the service, and also a statement of funds required for the expenses of the same to the 30th June next.

You will report, also, the most eligible location for the superintendent's office, where he may most readily communicate with the officers of the Indian department in the two Territories of Oregon and Washington, and supervise the entire service committed to his charge. Till otherwise ordered, you will, however, continue the office at Oregon city.

When this has been done, you will embrace the earliest occasion to call on the governor of Washington Territory and receive from him, in like manner, the public money, property, records, and files pertaining to the superintendency in Washington Territory. He will this day be advised of your appointment and the nature of your instructions in this respect.

After having relieved him, you will make similar reports and estimates in relation to the service in the Territory of Washington to those that are hereinbefore directed in regard to Oregon; and state your views of the proper policy for the management of the service within the two Territories of Washington and Oregon as now combined in a single superintendency.

In all your official conduct you will strictly observe and faithfully execute all the laws and regulations pertaining to the Indian service, and carry out such special instructions as have been given to the recent incumbents respecting the respective duties of the two superintendencies now to be united and placed in your charge, so long as the same are not modified by this and future communications from the Department of the Interior.

The balances of appropriations by former enactments, now remaining in the treasury for ordinary expenditure in Oregon, up to the 30th June next, (exclusive of the salaries of commissioned officers and interpreters, whose compensation is otherwise provided for,) are as follows:

General incidental expenses of the Indian service in Oregon \$14,968

Fulfilling treaties with Calapooias, Clackamas, &c., viz:

Second of five instalments for pay of physician, teacher, smith,
and farmer..... 2,260

Fulfilling treaties with Chasta, Scoton, and Umpqua tribes, viz:

Teacher, &c.....	\$1,200
Physician, &c.....	530
Support of smith shops.....	1,060
Pay of farmer.....	300
	<hr/> \$3,090

Fulfilling treaties with Umpquas and Calapooias, of 29th November, viz:

Pay of smiths and support of shops.....	\$530
Pay of physician, &c.....	500
Pay of farmer.....	300
Pay of teacher, &c.....	350
	<hr/> \$1,680

By the act of March 3, 1857, an appropriation was made as follows:

"For restoring and maintaining peace with Indian tribes in Oregon Territory, or so much thereof as may be necessary for expenditure during the year ending June 30, 1857, \$264,000."

Of this last appropriation, it is understood that a considerable amount will be required to pay outstanding drafts and settle the accounts of your predecessors and other officers of the service.

The only balance of appropriations applicable for ordinary expenditures in Washington, (exclusive of salaries of regular officers,) during the present fiscal year, ending June 30, 1857, now remaining in the treasury, is as follows:

General incidental expenses of the service..... \$21,000

By the act of March 3, 1857, there was likewise appropriated

"for restoring and maintaining peace," &c..... 79,000

Of this, \$20,000 has already been drawn, and it is anticipated a considerable portion besides will be required to close the accounts of officers of the service in that Territory.

Of the appropriations for the service within the two Territories during the fiscal year, ending June 30, 1858, and the several objects to which applicable, you will be advised by the enclosed copy of the National Intelligencer of the 10th instant, the several appropriations being marked with a pen.

I send you herewith, also, copies of a circular of the department of April 11, 1854, and of a circular of this office of September, 1856, both relating to the management of financial affairs of disbursing officers.

Very respectfully, your obedient servant,

GEO. W. MANYPENNY,
Commissioner.

JAMES W. NESMITH, Esq.,
Dallas, Polk County, Oregon.

No. 6.

OFFICE SUPERINTENDENT OF INDIAN AFFAIRS,
Salem, Oregon Territory, May 5, 1857.

SIR: I have the honor to acknowledge the receipt of yours of March 18, informing me of my appointment, and enclosing commission and

form of bond. I filled the bond, in accordance with instructions, and filed it with Governor Curry to be forwarded, and suppose it will be transmitted to you on the next steamer, leaving here about the 10th instant.

I waited upon A. F. Hedges, esq., at Oregon City, and on the 1st day of May instant, he turned over to me the office, books and papers belonging to this superintendency, together with a small amount of public property, a statement of which will be furnished at the close of the current quarter. The present emergencies of the public service cause me to regret exceedingly that Mr. Hedges was unable to turn over to me any funds; consequently I am left without a single dollar to discharge even the current expenses of the office, to say nothing of the large and daily increasing debts of the Indian service within this superintendency. I have assumed the responsibility of removing the superintendent's office from Oregon City to this place (Salem.) This change I conceived to be necessary for the interests of the government, as well as for the greater convenience of the superintendent. My present location places me within convenient distances, and easy access to the great coast and Grande Ronde reservations, which are the most important points at which Indians are assembled within the two Territories. Another inducement for the removal was the extreme difficulty in finding any accommodations for employes and others having business with the office—there being no public house or hotel at Oregon City. Salem is the seat of government for Oregon Territory, and easy of access from all points. I trust that my act, in this particular, may meet with your approval. Since assuming the duties of the office, I have, by careful examinations, endeavored to inform myself of the existing policy and instructions from your office to the superintendent in Oregon, and have to state that it is out of my power to give you anything like an approximate estimate "of funds required to meet present liabilities," as there is no data on file in this office which will furnish the desired information. I am informed, however, by Mr. Hedges, that the whole amount of the appropriations for the current year will be required to pay outstanding liabilities, and defray the expense of maintaining peace up to the 30th of June, 1857.

While I regret that it is out of my power to give you the positive information demanded by your instructions, in relation to existing liabilities, as well as an exact estimate of funds required for the same up to the 30th of June next, I desire to say that I have taken the only steps in my power to accomplish that object, and have written to the different agents in the Oregon superintendency, requiring them to furnish these estimates for the respective agencies under their charge. Owing to the remoteness of some of those agencies, and the great amount of business which the present policy has thrown upon the hands of the agents, it will necessarily be some time before those estimates can be submitted. I cannot, however, in the meantime, be too urgent in my request to be furnished with an *immediate* supply of funds, and would respectfully request that the entire unexpended remainder of the appropriation for the year ending June 30, 1857, ^{be} placed at my control. You will now readily understand this necessity, when I inform you that the great amount of existing liabilities of the

service has reduced its credit to a very low state, besides money is worth two per cent. per month, and those who furnish supplies on credit, charge a price sufficient to reimburse them for all those contingencies; a credit system, on the part of the government, is anywhere bad in its effects, and this coast is the last place that should be selected to adopt it, as every article purchased under it costs from twenty-five to fifty per cent. higher than the same purchases could be made for cash down. In this connexion, I would also suggest that if the former policy is to be pursued, of remitting drafts to the superintendent, that they be sent in those of small denominations, say from three to five thousand dollars each, as it is sometimes difficult to cash larger amounts; drafts on New York would be preferable to those on San Francisco, as the most of the remittances of business men are to the former place, it is often impossible to negotiate drafts on the latter.

The Indians with whom we have treaty stipulations ratified are clamorous in their demands for their annuities, and I would request that the means be furnished to meet them. There was forwarded to your office by my predecessor, on the 22d January last, a schedule of Indian goods necessary for this superintendency. If they have not already been shipped, I would recommend that it be promptly done, as every article is at this moment needed; besides, they can be sent much cheaper from the Atlantic States than they can be purchased here.

I would also request that I be furnished, for the use of the different agents and sub-agents, a number of printed copies of the different treaties with tribes in this superintendency; also, a few copies of laws and regulations for the same purpose, and for the use of this office, one copy of the United Statutes at Large.

Under the operation of the act of March 3, 1857, uniting the superintendency of Oregon and Washington Territories, the business of this office is largely increased, in view of which I propose to make some change in the policy pursued by my predecessors in relation to the disbursement of public funds; my own impression of the duties of the different agents is to exercise the general control of their agencies, and disburse the funds necessary to carry on the business within their districts, subject, however, to the general supervision of the superintendent. With this view of my duties, when funds are received by me, I shall place them in the hands of those agents to defray their current expenses, and pay off the liabilities of their respective offices; they are upon the spot where the liabilities were incurred, and ought to know the necessities as they arise; they are under bonds, and, as I conceive, are the proper disbursing officers of their respective districts. I shall advance them the funds and hold them accountable for their proper disbursement; I am sustained, as I conceive, in this position by the instructions contained in a letter from the Hon. Commissioner of Indian Affairs to Superintendent Palmer, bearing date April 21, 1856. If this, my view of the question does not meet with the approbation of the department, I think that I may be promptly advised thereof.

I have communicated to Governor Stevens the fact of my appointment, and requested him to fix upon some time and place when and

where he would turn over the office property, &c., belonging to the Washington superintendency; but the difficulty in communicating with the Puget Sound district, where Governor Stevens resides, renders it impossible to determine when I shall receive a reply, and judging from the present amount of pressing business in this office, I apprehend that it will be some time in June before I shall be able to relieve him. It is proper that I should call your attention to some of the difficulties and disadvantages that will be presented in the union of this and Washington Territory in the same superintendency. The range of mountains which intervene between the Columbia river and the Puget Sound country, where there are large bodies of Indians, is of such a character that it is for six months in the year impossible to hold any communication, owing to the great depth of snow that usually falls upon those mountains; this circumstance will render it impossible for the superintendent to visit that region, except at long intervals. The great number of Indians in the two Territories, the immense region over which they are scattered, the absence of rapid facilities of travelling, as well as the uncertain disposition of the Indians themselves, will render the labor of this superintendency onerous in the extreme; yet I hope, during the present summer, to be able to visit the different tribes east of the Cascade mountains in both Territories, when I shall be able in my annual report to place all the necessary information before the department in a reliable form.

Premising that the department is in possession of all the facts in relation to the numbers, condition, and wants of the Indians at Puget Sound, in Washington Territory, and in view of the necessity which doubtless exists, and will continue to exist, to give them a partial subsistence in order to maintain peace, and knowing the difficulty of communicating with that district of country for at least one-half of the year, together with the risk and difficulty in transmitting funds there from this office, I would suggest that, if practicable, it be so arranged that funds be transmitted from the department to that point. I understand that Mr. Garfield, of Olympia, has lately been appointed a depository of public moneys for that district. If I could be authorized to draw directly on him in favor of the agents for say two-thirds of the appropriation for Washington Territory, it would not only be a great saving to the government, but would obviate the great risks and delay incident to any attempt to send funds from this Territory. The remaining third of the appropriation for Washington Territory would be required in the district bordering the north side of the Columbia river, which is of easy access from here at all times.

It affords me pleasure to be able to report that at present peace prevails within our Territory, all the Indians west of the Cascade mountains being collected upon the different reservations, and in part subsisted by the government, with a small military force at the different reservations sufficient to enforce obedience to the agents and keep the whites from intrusion. I see nothing at present likely to interrupt this very desirable condition of things, which I think will exist so long as the government will continue its humane policy in the partial supply of their wants; my experience, derived from fourteen years' residence in this Territory, convinces me that a continua-

tion of the present policy of keeping the Indians collected on reservations, and partially subsisting them until such time as they can be induced and become able to procure their own subsistence by agriculture, is the only way that peace can be maintained with them. Notwithstanding all that has been said in Congress about there being plenty of land in Oregon upon which the Indians can support themselves by the chase, I know of no such spot, and except the reservations there is none west of the Cascade mountains not already pre-occupied by the whites; to send them east of the Cascade mountains would be dooming them to extermination at the hands of the Indians who own and occupy that region.

Agent Miller reports a vast amount of sickness prevailing upon the Grande Ronde reservation under his immediate charge, and that about five hundred Indians located there have died within the last year. This mortality is thought to result from a combination of causes, prominent among which is the change of climate which the Rogue river and other southern Indians have experienced in removing from their southern and sheltered locations. The great change of diet to which they have been subjected has doubtless had a deleterious effect upon their health. Those causes, together with the wide-spread of *venereal* diseases which have spread rapidly among them for the last eight years, is rapidly decimating their numbers. I shall shortly direct the Rogue river Indians to be removed about forty miles further south to the Siletz river on the coast reservation, which point has always been intended they should occupy, is more healthy and better adapted to them every way, they having been merely placed upon the Grande Ronde for convenience in subsisting them last winter. Many of the Rogue river and other southern Indians upon the reservations still persist upon returning to their own country in the southern portion of Oregon, but I think they will gradually abandon the idea, as they see improvements progressing for their benefit. On the near locations any effort on their part to return cannot be regarded with indifference. In fact, the quiet of the whites, as well as the existence of the Indians, will induce me to use every effort to oppose any movement of the kind. Their former haunts are now entirely occupied by white settlers and persons engaged in gold digging, and all highly exasperated by the barbarous cruelties and murders inflicted upon them and their friends by these Indians during the late Indian war. Any effort on the part of the Indians to re-occupy their own country would be the signal for a bloody, relentless, and exterminating war of doubtful termination. I shall therefore consider it my duty to strictly pursue the policy already inaugurated, and in which much money has already been expended in retaining them upon their present localities. I believe that with the fostering care of the government and humane treatment, they can in a few years be enabled to support themselves by agricultural pursuits. Doubtless the effort will cost government a considerable outlay, as well as some years of patient perseverance, as it is pretty well conceded that it requires time to transform a savage to a state of civilization. The events of the last two years has proven to our people that the prowess of their arms was not to be despised in war; and I am glad to perceive that

they have exhibited in some instances a corresponding capacity for the pursuits of peace.

It is, in short, the only alternative that presents itself to the government in relation to these Indians, is "feed them or fight them." They will not starve while their white neighbors have plenty. Feeding is decidedly cheaper than fighting them; without taking into account the immense sacrifice of human life. I cannot conclude without again urging upon your consideration the necessity for an immediate supply of funds, and also that annuities be forwarded as soon as possible. I have at present employed Mr. W. H. Barnhart as secretary, at a salary of eighteen hundred dollars per year; and James Brown as express messenger, at three dollars and fifty cents per day, exclusive of Sundays. The necessity of a regular and reliable means of communication, in the absence of mail facilities, makes an express messenger indispensable. I think that these appointments will meet with your approval. There is already a vast amount of business to transact in this office, and it will be greatly increased when I relieve the superintendent of Washington Territory. I have, therefore, to request instructions as to the number of clerks that I will be allowed. It is impossible for one clerk to do the business, and any attempt at economy of that kind will only be a source of embarrassment, vexation, and difficulty. Until I am otherwise instructed, I shall exercise my best discretion on the subject, and obtain such clerk service as will be absolutely necessary and indispensable.

The Coast and Grande Ronde reservations have heretofore been furnished with beef and flour by private contract. Believing that these articles might be obtained at lower rates, I have directed agents Miller and Metcalf to invite sealed proposals for that purpose. Enclosed you will see their advertisements, taken from the columns of the "Oregon Statesman."

By next steamer I hope to be able to send you the new contracts and bonds. You will perceive that payments are to be made "so soon as the necessary funds are received from the Treasury Department." I shall decline making any other terms, as I know that my predecessor was embarrassed by persons throwing up their contracts at the end of the month, when he failed to pay as stipulated in the contracts.

You will, perhaps, conclude that I have continued this communication to great length; but I assure you that I could not, in justice to the subject, have said less, and I sincerely believe that the good of the service, as well as the peace and well-being of our citizens, will commend it to your deliberate consideration.

I am, very respectfully, your obedient servant,

J. W. NESMITH,

Superintendent of Indian Affairs.

Hon. COMMISSIONER OF INDIAN AFFAIRS,
Washington, D. C.

No. 7.

OFFICE SUPERINTENDENT INDIAN AFFAIRS,
Salem, Oregon, October 19, 1857.

SIR: I have the honor to acknowledge the receipt by the last mail of acting Commissioner Charles E. Mix's communication of September 1.

The treasury warrants for \$105,683 67 were received and the whole amount will in the course of a few days be disbursed on account of liabilities already incurred for the last quarter. I am unable to comprehend why it is that I am particularly instructed to apply these funds for general purposes exclusively to the expenses of the third and fourth quarters of 1857, while in Oregon Territory at least three-fourths of the indebtedness of the second quarter remains unpaid. Owing to the inadequacy of the former remittance for that purpose, whatever excuse there may be for a refusal to remit funds to pay liabilities contracted by my predecessors, I have not been informed why the necessary funds for current expenses have been withheld from myself.

The late remittances applicable to general purposes in Washington Territory, will, I think, if peace should continue, be nearly sufficient for the purposes for which they are applicable, in the third and fourth quarters of the present year, but still leaving unpaid the large amounts of outstanding liabilities in the Territory, previously reported to you, and contracted by the late governor and superintendent, Stevens.

In Oregon Territory, however, things are different; large bodies of Indians are collected and guarded upon the reservations, and, as I have frequently informed you, they must be subsisted, and in order to do so will require large additional remittances, and at least equal to the estimates which I have furnished you. By reference to those estimates for the service in Oregon you will observe, to say nothing of the debts contracted by my predecessors, that there is a very great discrepancy between the sums estimated for and the sums remitted.

The department is very largely in debt in this Territory on account of the second and third quarters, and not a dollar of the present remittance will be left from the third quarter applicable to the fourth.

You must be aware that when payment is made for any particular service or article, that vouchers should include the entire amount of the specified service or purchase; and that it is extremely difficult for agents to render their accounts at the termination of a quarter when the funds placed in their hands are only sufficient to pay a fraction of the expenses incurred.

In thus remitting dribbling sums, applicable only to particular quarters, and none other, you have inadvertently hit upon the most direct and certain method of embarrassing the different agents in their accounts, and raising just complaints on the part of claimants because they are not paid according to priority.

I have again to urge that funds be forwarded to pay off these liabilities. I can see no use in my wasting time to prepare estimates if they are to be disregarded in making remittances.

I had supposed that they were intended for some practicable pur-

pose, and consequently spent some time in preparing them, which it seems might have been employed for some more useful purpose.

I fully appreciate all that Mr. Mix says in his communication with reference to "economy," at the same time I am unable to see the necessity of this constant reiteration of "*rigid economy*," while the department is steadily pursuing the most direct means to defeat any effort of the kind, by withholding funds and compelling the officers of the department here to conduct the business on ruined, depreciated, and what the community have begun to regard as worthless promises.

There is no use in disguising the facts; the officers here are at the mercy of the community who supply what is bought, and no man furnishes supplies without taking the risk of being kept out of his pay for a year or two. To suppose that the laws which govern trade will make exceptions in favor of what is here a proverbial non-paying Indian department, is anticipating something not very likely to occur. When good and valid demands against the department for supplies furnished and labor performed from one to two years ago, are freely offered at from twenty to thirty per cent. discount, it can hardly be expected that purchases on credit can now be made as low as for cash; besides, after this non-paying policy has forced, and does daily force us to purchase on credit, and the supplies have been consumed by the Indians, it strikes me as a little too late to talk about "*rigid economy*." Such economy is and always will be a burlesque on the term.

While I have made every effort to retrench the expenses of the service, I am fully satisfied that to even talk of economy under the present credit system is a farce.

The Indians, as I have before and so often stated, must be fed, and in cannot be half done. If their wants are not supplied so as to keep them alive they will help themselves, and then we will have war, open, bloody, and relentless war, based upon "economy."

The only means by which economy can be practiced here is, first to inspire confidence in the department by paying off the outstanding indebtedness contracted by my predecessors and since the expiration of their terms.

If you have not confidence in the officers here, and can trust nothing to either their honesty or discretion, remove them and appoint others in whom you can repose confidence, and furnish the necessary funds upon their estimates in advance of each quarter, which will enable them to pay for their supplies as they purchase them; you will then have a vigilant and efficient system at less than the present expenses.

The greatest misapprehensions have existed at Washington in relation to Indian affairs within this superintendency.

Those efforts at "*rigid economy*," by the refusal of funds necessary to conduct the business, have paralyzed everything connected with the department here, and have been the great moving cause of all our Indian troubles and expensive wars.

Within the last two years the people of Oregon and Washington Territories, according to a report of the war commissioners authorized by the last Congress, have expended six millions of dollars in defending themselves and prosecuting wars against the Indians.

It is estimated that during the same time the general government

must have, in every way, expended four millions of dollars here in military operations, thus making an aggregate of about ten millions of actual expenditures here in the prosecution of Indian wars in two years, to say nothing of the destruction of life and property suffered by our people.

There is no intelligent man acquainted with the facts but what believes that the greater portion, if not nearly all, of this expense might have been avoided by the judicious expenditure of a few thousand dollars in money (not promises) for the employment of competent agents, and to comply with the promises made from year to year by what the Indians finally, and very naturally, came to regard as a faithless government.

The expenses which have grown out of what I conceive to be the bad policy of the government in attempting this sort of economy is not its worst feature.

The Indians have been rendered unmanageable and desperate; they have learned the art of war, and are now conscious of their ability to pursue it, and stand ready to enforce their demands by force of arms. The practical result of the whole thing has been to expend ten millions of dollars (and circumstances rendered the expenditure unavoidable for our protection) to teach the Indians what were their rights, and how to enforce them.

It is true there are and have been other heavy expenses besides; and, in addition to the actual finding of the Indians, my predecessors in this Territory had inaugurated a policy of making farms and putting up houses for the permanent homes of the Indians, and with a view of making the reservations, as your predecessor had directed, "self-sustaining."

When I came into office this policy had been inaugurated and was in operation, but not completed, as it could not very well be for some time to come. To have abandoned the system then would have involved the loss of all that had been previously commenced at such a heavy expense. My judgment approved of the plan, always looking to the end of ameliorating the condition of the Indians, &c., finally inducing them to raise their own subsistence. I, therefore, continued what had been commenced, and made my estimates regularly for the necessary funds, cherishing what appears to be the vain hope that funds would be furnished at least to meet the current liabilities.

My own official acts have been based upon a continuation of the system adopted by my predecessors, and approved by the department at Washington. Something has been left to my discretion, and I have exercised it according to my best judgment, and in the manner I thought best calculated to promote the welfare of the Indians, as well as the peace and quiet of the country.

Inasmuch as the expenses of the system is now a subject of complaint, and Mr. Mix sees proper to change that, "in consideration of the large amount of those liabilities, it is apprehended that a proper regard has not heretofore obtained for that careful economy so often urged upon my predecessors in the disbursements for the Indian service in Oregon and Washington Territories," I do not know how soon I may be considered by the department as liable to the same imputa-

tion. I therefore would respectfully ask the department for positive directions and instructions as to the plan it desires me to pursue. I would particularly ask if it desires me to pursue the system of "economy" to the extent of discharging the employes, stopping the improvements, and to discontinue the feeding of the Indians? In my various reports I have tried to show the necessity of carrying out my own views. If my official superiors entertain other and different views, they have but to indicate what they are, and I shall attempt their execution, with a full consciousness that my present difficulties and embarrassments cannot well be increased.

Acting Commissioner Mix doubtless finds it an easy task sitting in the office at Washington to write about the want of economy on the part of my predecessors in the disbursements of the public funds, (he should have said the want of them.) Perhaps if Mr. Mix had occupied the place of one of those predecessors, he might have found more difficulty in the discharge of the arduous duties *then* than he *now* does in questioning their honesty of purpose.

In his communication of the 1st of September, Mr. Mix remarks, that "it is perceived, from the enclosures in your letter of the 10th of June, that you have taken bonds from local and special agents." If Mr. Mix had read my communication of the 10th of June he would have "perceived" that I *had not taken bonds*, &c., as I distinctly stated that the bonds were, as I found them, in the office when Governor Stevens turned it over to me. I have known that my communications to the department had been treated with neglect, but this is the first evidence I have had of their not being read.

In relation to the "outstanding accounts," contracted by my predecessors, I desire to inform you that it is utterly impossible for me to comply with Mr. Mix's requirements in relation to forwarding statements of their necessity, &c.

In my instructions from your predecessor, bearing date March 18, 1857, I am directed to forward "estimates" of those outstanding liabilities.

The estimates were made out upon the report of agents and forwarded on the 17th of June, together with all the information that I could procure in relation to them. Now, after a lapse of four months, I am required to forward a statement of the circumstances under which they were contracted, together with evidence of their correctness, &c. You are aware that this superintendency extends from the northern line of California to the British possessions, and from the Pacific ocean to the summit of the Rocky mountains.

The claimants are scattered over this immense region; to travel about in quest of the evidence you require would take about two years, which time could not be well spared from the duties of the office; besides, it would involve the necessity of additional clerks, which have been denied me, to say nothing about notary publics, &c., to authenticate the proofs. I have given notice, through the newspapers, to claimants to bring in their demands to the office, and can only forward them, with such proof as the claimants may furnish. As an illustration of the losses sustained by individuals by reason of the non-payment of those liabilities contracted by my predecessor, I desire to state the

following notable instance, which is a fair type of the class: Two years ago a gentleman of this Territory, by the name of Pritchard, advanced to Superintendent Palmer about six thousand dollars in money, *actual hard cash*, to meet an emergency in the service when the country was involved in war. Superintendent Palmer gave Mr. Pritchard drafts on the department at Washington for the exact amount advanced. Pritchard transferred the draft, and it was presented at the department only to be protested, to the disgrace of the government. The drafts were returned here, and Pritchard has paid about sixteen hundred dollars, "costs of protest and damages;" and now, after losing the use of his money for two years, I inform him, under Mr. Mix's instructions, that he can only receive the original amount advanced to Superintendent Palmer, by submitting to the department his "*statement*," in which its *character*, the *circumstances*, *necessity* *therefor*, together with evidence of correctness, &c., &c., are set forth. When I saw him last he was deliberating on the question of economy, and has not fully determined whether to abandon the claim and lose the entire amount, or risk more in trying to get a part of it back.

Mr. Pritchard's case is not a solitary instance; hundreds of others might be referred to where men have advanced to the department and have been ruined by the non-payment of their claims.

Whatever culpability may rest upon Mr. Hedges, by reason of his not furnishing estimates for the second quarter of the current year, the department cannot plead ignorance of his acts in creating this indebtedness, as acknowledgments of his communications on the subject are on file in this office; besides, Mr. Manypenny, on the 18th of March last, after informing me of the amount of the different appropriations, says: "Of this last appropriation it is understood that a considerable amount will be required to pay outstanding drafts, and settle up the accounts of your predecessors, and other officers of the service."

In Mr. Manypenny's instructions of the 18th of March, I was only directed to furnish "a statement of those outstanding liabilities of the service," without reference to evidence of their *necessity*, *correctness*, &c., &c; questions which, I suppose, had been determined by the recognized agents of the government who contracted them.

In conclusion, I desire to inform you of the fact that the people here are not disposed to make further advances of supplies at the risk of never being paid. Under this state of affairs, I have to request that I be instructed in relation to what should be done. I might, perhaps, be able to retain the Indians upon the reservations for a short time by promising about double the market prices for supplies; but even this expedient must soon fail if the neglect to pay is longer continued; the inevitable result must be the turning loose of the Indians who are now being subsisted upon the reservations.

If this course is to be forced upon me by the withholding of the necessary funds to purchase their food with, it is but proper that the people should have some notice, to prepare for defence before three or four thousand starving and exasperated savages are turned loose upon them for the purposes of plunder and rapine.

It will be barely possible, with the supplies accumulated at the

reservations, together with what can be purchased upon depreciated promises, to retain them upon the reservations until your decision upon the matter can be had. I shall look for it with the solicitude and suspense naturally involved in a question of life and death to not only the Indians, but, also, to many of the whites.

Very respectfully, your obedient servant,

J. W. NESMITH,

Sup't Indian Affairs, O. and W. T.

Hon. J. W. DENVER,

Commissioner of Indian Affairs.

OFFICE SUPERINTENDENT INDIAN AFFAIRS.

Salem, Oregon, December 24, 1857.

SIR: I regret the necessity which again compels me to call to your attention some facts, going to show the great embarrassments and serious results likely to flow from my being entirely destitute of funds to pay off the debts already contracted, since I came into office, and to provide the necessary supplies of food for Indians upon the different reservations in Oregon Territory during the present winter.

By reference to the enclosed copy of a letter from Agent R. B. Metcalf, located at the Siletz, you will perceive that my worst apprehensions of an outbreak among those late hostile Indians (and of which I have so often advised you,) are about to be realized. Agent Metcalf is a man not likely to be daunted by impending danger; the fact of his mentioning it is certain evidence of its reality. The origin of the present difficulty among those people is mainly to be attributed to their present want and destitution. Two thousand and forty-nine of those people, composing several tribes from southern Oregon, were the most warlike, savage, and barbarous Indians who participated in the late war. They finally surrendered and removed to the Siletz or Coast reservation, under the most solemn promises, made by the late Superintendent Palmer and the military officers, that they should be subsisted and cared for by the government; and it is a notorious fact that these promises have not been complied with. During last winter many of them perished from starvation, owing to the difficulty of transporting food to their present location. By reference to Agent Metcalf's annual report, transmitted from this office, on the 1st of September last, you will perceive that the location selected for those people is destitute of game, and the salmon, which are usually abundant in that region, have totally failed the present season.

The location of the Siletz or Coast reservation was selected on account of its isolated situation, offering, as it was thought, the best position for separating the whites and the Indians. It is on the coast, on the western side of the coast range of mountains, and can only be reached from the Willamette valley, by crossing those mountains, which are rendered impassable by snow for nearly the whole winter. The point at which supplies have been received is a small bay upon the coast, called Acquina, which affords only a tolerably safe en-

trance for small vessels during the summer months, and is almost inaccessible during the winter.

In view of the difficulties of entering the Acquina in the winter time with the supplies necessary for the subsistence of the Indians located on the coast and Siletz, I deemed it my duty to make provisions for the delivery of their winter supplies during the most favorable season, and did, accordingly, in July last, invite proposals for the delivery, at the agency, of one hundred tons of flour, and so advised you in my communication from this office of August first, a copy of which I herewith enclose. The contract, based upon the proposals thus invited, was entered into on the 21st day of August, with James O'Neill, a copy of which was forwarded to you on the 22d day of October.

At the time I wrote the letter of October 22, transmitting the contract, I stated that the flour was being delivered, and from information at that time supposed to be reliable, I was under that impression. I have since learned, however, that the flour thus being delivered was on the old contract with Henry Fuller, and that not a pound has been delivered under the new contract, notwithstanding the time for its delivery expired on the 1st day of November.

The consequence of this failure, as you will perceive from the letter of Agent Metcalf, is that he is now entirely out of flour, and in the dead of winter he cannot be supplied at any such price as the contract provides.

Under this state of facts, I have to ask that I be fully instructed as to the propriety of bringing suit on the bond. The contractor, O'Neill, has left this Territory, and gone to the Atlantic States. The securities on the bond, Stewart and Dodge, allege that they could not fill the contract at the risk of never being paid, a conclusion that the past history of the condition of Indian affairs in this Territory warrants them in adoption. When the government is the *first* to make default of payment, it should be the last to enforce the penalty. I shall, however, abide your decision of the question.

Whatever fault there may be, or wherever it should rest, I flatter myself that I have done my duty, and cannot be blamed for the neglect (or whatever you may call it) of the department to remit funds. The result of this failure is likely to involve the country in another bloody and expensive war, and I am at a loss as to what should be done. No vessel will attempt to carry freight to Acquina bay for less than eighty dollars per ton, as the experience of last winter renders it probable that, in order to discharge the cargo, the vessel will have to be beached, at the imminent risk of its total loss. The bill of goods purchased by Agent Metcalf last fall, (and of which I advised you on the 4th of November,) together with that portion of the goods intended for the Siletz, which were recently received from New York by Wells, Fargo & Co's express, are all at this moment lying in the store-house at Portland, and I am totally unable to relieve the wants of the Indians by shipping the goods, for want of funds to pay the freight. I have a small balance of the remittance for Washington Territory in my hands, which will not be required for that Territory during the present quarter, but dare not divert it

to any purpose other than that for which it was appropriated. No one here is willing to carry the freight and wait a year or two for their pay, with a probability that the account, like others contracted by my predecessors, will have to go to Washington city for approval before it is paid—a contingency very likely to occur if the rule which you have adopted in relation to the debts contracted by my predecessor is to be made absolute. As I have before stated, the remittances for Washington Territory were ample to pay the expenses from the time I came into office to the close of the present quarter.

In order to illustrate to you more fully the deficiencies in the remittances for Oregon, I desire to call your attention to my annual report, and the different contracts which I have forwarded to you. As the report shows, the number of Indians who are subsisted upon the various reservations west of the Cascade mountains, in Oregon, amount, in the aggregate, to 3,939; they receive, on an average, one pound of fresh beef and one pound of flour per day. The contracts show the average cost of flour to be eight cents per pound, and the average cost of beef to be nine cents per pound, both in bulk. Thus making the cost of a single ration of flour and beef in bulk, seventeen cents, and the daily cost of rations for 3,939 Indians to be \$669 63. In the second, third and fourth quarters of 1857, there are 274 days, which, multiplied by the daily cost of subsistence, shows the expenses of the three quarters for subsistence to be \$183,478 62. This amount is absorbed by the Indians who are collected and guarded upon the reservations west of the Cascade mountains, without taking into account the assistance (which has been considerable) given to the Indians *east* of the mountains.

The total amount of remittances applicable to the purchase of subsistence received during the three quarters referred to (second, third and fourth quarters of 1857) is as follows:

"For defraying the expenses of removal and subsistence of Indians in Oregon Territory to the reservations, therein aiding them in procuring their own subsistence, purchase of provisions and presents, and compensation of laborers and necessary employes second quarter of 1857.....	\$12,500 00
"For same purpose for third and fourth quarters 1857.....	16,666 67

"Making a total for the three quarters of 1857..... 29,166 67

Now, if the total amount of those remittances applicable to the purchase of subsistence had been applied exclusively to that purpose, regardless of "presents and compensation of necessary employes," there would be still a deficiency in the subsistence account \$154,311 95, which is something near the actual deficiency during the period referred to. By referring to my annual report and the various contracts which I have forwarded to you, you will perceive that you have had all the data from which the above computations are made, in your office, without taking steps to meet the deficiency which has destroyed the credit and paralyzed the efficiency of the department here.

It may be said that I have acted improperly in creating liabilities so far exceeding the remittances, and, for ought I know, the charge

may be true ; but when the department knew the number of Indians being subsisted, and only remitted about one-seventh part of the funds necessary for the purpose, I could not be presumed to make such a disposition of the funds as would subsist one out of seven and allow the other six to perish from starvation. If I am expected to keep the expenses within the sums remitted, it seems that I should be so instructed. Where the remittances bear such a disproportion to the expenses, I would respectfully ask to be instructed as to the sort of discretion I am expected to exercise, while the details of my duties in this particular are not pointed out by either the laws or regulations. I have based my discretionary powers upon the precedents established by my predecessors.

In relation to furnishing supplies for the starving Indians referred to in Agent Metcalf's letter, I can only say, that if the funds are not speedily furnished for that purpose the worst results may be anticipated ; and I am willing that the responsibility should rest where it properly belongs. This continued importunity for funds is as disagreeable to me as it possibly can be to yourself ; and while I regret its necessity, I conceive it to be my duty to state facts as they exist. I have labored assiduously since I have been in office to make a true, proper, and correct representation of things as they exist here. If my representations are considered to be unworthy of credit, I would respectfully suggest the propriety of the department sending here some competent agent, upon whom it can rely, authorized to make final adjustment of all outstanding claims, and a full report of the actual condition of things as they exist.

I am, sir, very respectfully, your most obedient servant,

J. W. NESMITH,

Sup't Ind. Affairs Oregon and Washington Territories.

Hon. J. W. DENVER,

Comm'r Ind. Affairs, Washington City, D. C.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, July 17, 1857.

SIR: Referring to letters from this office of the 19th and 30th ultimo, I have now to advise that the Secretary of the Interior was requested, on the 18th instant, to have remitted to you, in drafts on New York, the sum of \$44,875.

Of this sum, as you will perceive from the enclosed tabular statement, \$4,875 is designed to pay salaries of superintendent, agent, sub-agents, and interpreters within your superintendency for the second quarter of 1857, the balance thereof being for general objects of expenditure for both Territories embraced therein, exclusive, however, of any demands arising from past operations in the service.

These latter must await special and satisfactory estimate, showing fully their character and extent, as formerly instructed.

As above intimated, drafts on New York for the above mentioned amount, in sums of \$2,000, \$3,000, and \$875, will be forwarded to

you from the treasury, which, it is presumed, you can negotiate without difficulty.

The sum of \$625 for pay of superintendent has been inadvertently placed in the above stated remittance. As you assumed the duties of superintendent on the 22d April, your pay will be charged from that day, and the excess from the present remittance in your hands will be taken into account in making the next on this account.

You will be charged with the amount of remittance in the manner stated in the enclosed tabular statement, and for which you will account accordingly, rendering separate abstracts for the moneys designed for each Territory composing your superintendency.

The objects of expenditure for which this money is remitted are sufficiently explained in the tabular statement enclosed. In the disbursements thereof you will consult a judicious economy, and impress upon the agents and sub-agents to whom you may turn over any portion of it the importance of pursuing the same course.

Very respectfully, &c.,

J. W. DENVER,
Commissioner.

J. W. NESMITH,
Superintendent, Salem, Oregon Territory.

DEPARTMENT OF THE INTERIOR,
Office of Indian Affairs, September 1, 1857.

SIR: Referring to letters from this office of the 18th instant, I have now to advise you that the Secretary of the Interior was requested, on the 27th instant, to cause to be remitted to you, in drafts of \$2,000, \$3,000, and \$5,000, on new York, the sum of \$105,683 67, on account of treaty stipulations, and for the current expenses of the Indian service within your superintendency for the half-year ending 31st December next.

From the enclosed tabular statements, numbered 1, 2, and 3, you will learn the manner in which these remittances are made, and the appropriations under which they are to be accounted for; lest, however, any misapprehension should arise with reference thereto, I deem it proper to give, as follows, a brief statement of their character and the objects of expenditure for which they are designed:

1. For fulfilling treaties with various tribes and bands of Indians in the Territory of Oregon, as specifically stated in the tabular statement enclosed.....	\$15,550 00
2. For fulfilling treaty of the 26th December, 1854, with certain bands of Indians around Puget's Sound, Territory of Washington.....	3,750 00
Making for treaty stipulations within your superintendency	<u>19,300 00</u>

The objects for the expenditure of these treaty funds being precisely ascertained from the respective treaties and appropriations made thereupon, and so carried to the enclosed statement, you will, in turning them over to the agents having charge of the different tribes and bands, as authorized by letter from this office of the 19th June last, instruct them to confine their application to the objects for which they are remitted, and on no account to use them for any other purpose.

3. For the general incidental expenses of the Indian service in the Territory of Oregon.....	\$16,800 00
4. For the general incidental expenses of the Indian service in the Territory of Washington.....	16,667 00
	<hr/> 33,467 00 <hr/>

This is, as you will perceive, of the nature of the usual appropriation contingencies of the Indian department, and designed to meet similar expenses that may have to be incurred in the Indian service within your superintendency, such as travelling expenses of the superintendent, agents, &c., office expenses, and other contingent expenses incident to the service, from the amount applicable for the year ending 31st December next; of this fund the sum of \$2,950 has been retained here to pay the transportation of goods that may be procured this fall for your superintendency.

5. For adjusting difficulties and preventing outbreaks among the Indians in the Territory of Oregon.....	\$5,000 00
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This fund, designed as expressed, for the settlement of difficulties and preventing meditated outbreaks among the Indians, you will endeavor to use in a judicious manner, calculated to effect the objects had in view in making the appropriation.

6. For defraying the expenses of the removal and subsistence of the Indians in Oregon Territory to the reservations therein, aiding them in procuring their own subsistence, purchase of provisions and presents, compensation of laborers and other employes.....	\$16,666 67
7. For the same in the Territory of Washington.....	16,667 00
	<hr/> 33,333 67 <hr/>

The objects for which these funds were appropriated being of an important character, carrying with them the humane design of placing the Indians in a position of comfort and protection unknown to their savage life, and teaching them the arts of civilization with a view of enabling them to procure their own subsistence by useful labor, and thus reclaim them from an exposed, wandering existence, they will commend themselves to your particular attention and such general supervision on your part in effecting the removal of the Indians, the reservations and the institution of a policy for their government and control the best calculated to insure the success of the benevolent design proposed for their reclamation from their present exposed and thriftless condition.

8. For the current expenses within your superintendency, including pay of superintendent, and three agents, four sub-agents, and five interpreters for Oregon Territory	\$6,750 00
9. For three agents, two sub-agents, and five interpreters for Washington Territory.....	4,500 00
	<hr/>
	11,250 00
	<hr/>

These latter funds you will turn over to the agents within the superintendency in the respective amounts applicable thereto, with the other funds to which they will be entitled from their positions, as early as practicable upon their receipt.

You will observe that the remittances now made do not embrace any portion of your estimates for liabilities incurred anterior to your accession to office, they being designed only for the current demands to arise during the half year ending 31st December, 1857; and in this connexion I have to draw your attention particularly to the letter of the 18th instant, above alluded to, and again to state that no action can be taken on your estimates for past liabilities, rendered, as they are, in general and gross terms. To justify any action on the part of the department with a view of making remittances therefor, it will be necessary that a detailed statement of such liabilities shall be made, in which their character, the circumstances under which they were made, and the necessity therefor shall be satisfactorily shown, accompanied by proper evidence of correctness.

In consideration of the large amount of these liabilities, as stated by you in gross, it is apprehended that a proper regard has not heretofore obtained for that careful economy so often urged upon your predecessor in the disbursements for the Indian service in Oregon and Washington Territories; and hence I deem it incumbent on me, at this early stage of your official career, to enjoin on you the practice, on all occasions, of the strictest economy compatible with the true interest of the service, and the duty of impressing the same policy on all the agents under your direction.

It is perceived from the enclosures in your letter of the 16th June, that you have taken, &c., bonds from local special agents. This was unnecessary, as not being accredited agents of this department they are not held accountable for disbursements of public moneys; and you will not therefore turn over to them at any time more of the funds remitted for the Indian service within your superintendency than may be required for the special occasion on which they may be employed. If you do so it is at your risk.

Very respectfully, &c.,

CHARLES E. MIX,
Acting Commissioner.

J. W. NESMITH, Esq.,
Superintendent, &c., Salem, Oregon Territory.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, December 17, 1857.

SIR: In reply to your letter of the 22d October last, enclosing proposals and contract of James O'Neill for the delivery at the Siletz agency of one hundred tons flour, and asking for funds to pay for the same, I have to advise that, having drawn on the appropriations applicable to the Indian service in the territories of Oregon and Washington for remittances to you for the year 1857, as far as was deemed practicable, (having in view the wants of the service for the first and second quarters of 1858,) no further remittances can be safely made to meet liabilities incurred for that period without encroaching on the very limited means left for the service for the latter period.

In compliance with the recommendation of Governor Stevens, whose familiar acquaintance with the condition of Indian affairs generally in Oregon, and especially in Washington Territory, is duly appreciated, it has been determined to remit by the steamer of the 5th January next all the remaining funds in the treasury applicable to the requirements of the service in those Territories for the half year ending 30th June, 1858.

This course is suggested by the governor, with the concurrence of General Lane, and adopted by this office with a view of placing you in funds, as we have them at our control, in advance of the rising wants of the service, so that you may be enabled to meet them readily, and thus restore the credit and influence of your superintendency.

The remittances heretofore made, and particularly by the last steamer, will enable you to liquidate past liabilities incurred in Oregon and Washington, and will, it is hoped, also be sufficient to carry your superintendency creditably through the close of the present year.

Very respectfully, &c.,

CHARLES E. MIX,
Acting Commissioner.

J. W. NESMITH, Esq.,
Superintendent, &c., Salem, Oregon Territory.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, December 18, 1857.

SIR: Your letter of the 20th October last, enclosing copy of a letter from late Superintendent Hedges, and account of J. C. Ainsworth & Co. for \$12,185 85, contracted under the administration of your predecessor, has been received.

Referring to the letter of this office of this date and by this steamer, advising of the remittance of \$25,000 to meet, in part, the demands arising from liabilities incurred for the Indian service by your immediate predecessor, I have now to return herewith the account of J. C. Ainsworth & Co. as a claim upon that remittance, and which may be drawn upon for payment thereof, provided you are fully satisfied of the justness thereof.

To claims of this character you will give the most rigid examina-

tion, and resort to every means within your power of ascertaining, satisfactorily, their merits, and for this purpose you will consult fully, if practicable, with late Superintendent Hedges, and with the agents concerned in the transactions for which the claim originated.

The very large remittances made to you to meet past liabilities, if husbanded carefully, and payments therefrom made judiciously, taking care that the justness of claims is fully sustained by satisfactory evidence before payment, will, it is trusted, suffice to meet every legitimate demand, and place your superintendency in a creditable and influential position.

Very respectfully, &c.,

CHARLES E. MIX,
Acting Commissioner.

J. W. NESMITH, Esq.,
Superintendent, &c., Salem, Oregon Territory.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, December 17, 1857.

SIR: Your letter of the 23d October last, enclosing claim of John Ostrander for services as school teacher, and claim of Alex. Ferguson for services at the Siletz agency, has been received; and in reply have to state, that the same action has been taken with these claims as with the account of J. C. Ainsworth & Co., and they are now returned for your examination and settlement, if just and correct.

The remaining balances on hand, to the credit of appropriations for carrying into effect treaty stipulations (among which are portions for educational purposes) within your superintendency, will be remitted to you by the steamer of the 5th proximo.

Very respectfully, &c.,

CHARLES E. MIX,
Acting Commissioner.

J. W. NESMITH, Esq.,
Superintendent, &c., Salem, Oregon Territory.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, December 18, 1857.

SIR: At the suggestion and by the advice of Governor Stevens and General Lane, I have concluded to draw in favor of your superintendency upon the appropriation made at the last session of Congress, "For restoring and maintaining peace with Indian tribes in Oregon Territory, or so much thereof as may be necessary for the year ending 30th June, 1857," to the amount of twenty-five thousand dollars, to meet in part the liabilities incurred for the service in Oregon under the administration of late Superintendent Hedges, in advance of the estimates thereof, required in letter from this office of the 3d instant.

I have accordingly requested the Secretary of the Interior to have

the above mentioned amount remitted to you out of the appropriation as above specified, for which you will account as remitted, and which it is hoped will be sufficient to meet any pressing demands from such liabilities, and suffice until a further remittance is made, which is now contemplated and may be made by the steamer of the 5th proximo.

Very respectfully, &c.,

CHARLES E. MIX,
Acting Commissioner.

J. W. NESMITH, Esq.,
Superintendent, &c., Salem, Oregon Territory.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, January 2, 1858.

SIR: Referring you to sundry letters from this office per steamer of the 20th ultimo, I have to inform you that, pursuant to the intimation then given, the necessary steps have been taken to have remitted to you the sum of \$46,494 27, for the current expenses of the Indian service and for treaty stipulations within your superintendency, for the half year ending 30th June, 1858.

The enclosed tabular statement will acquaint you with the specific appropriations and objects of expenditure on account of which these remittances are made; and you will be careful in having the disbursements that may be made therefrom accounted for in accordance with the specific appropriations.

These remittances thus made constitute the entire amount of balances under each head of appropriation applicable to the Indian service in the Territories of Oregon and Washington; and in making them the department has exhausted the means at its control of giving further pecuniary aid to your superintendency for the present fiscal year.

Under these circumstances you will see the necessity of managing your affairs with prudent foresight, in order to guard against the embarrassing difficulties with which your predecessors and yourself have been involved from incurring liabilities beyond the means provided for their payment.

It is probable, however, in view of the demands for the Indian service heretofore within your superintendency, that the funds now remitted may not, with all the economical measures that may be resorted to, suffice to carry you through to the end of the present fiscal year free from such embarrassments; and it is therefore desirable that you should, as early as practicable, report to this office the condition of affairs, and the deficiencies in means, as precisely as can be done, likely to arise from the actual and necessary wants of the service, that such action may be taken in the premises as may be deemed requisite whilst Congress is in session.

Your estimate for funds for fulfilling treaty stipulations for 1st and 2d quarters of 1858 were duly received; but no estimates accompanied them for the current and incidental expenses of the service for

the same period; and with former remittances you will perceive that you will have in the funds now sent the entire amounts due the several tribes with whom treaties have been made and ratified in Oregon and Washington for the fiscal year ending 30th June, 1858.

In addition to the sums above specified, intended for demands to arise within the next half year, I have, in accordance with the suggestions and advice of General Lane and Governor Stevens, requested the Secretary of the Interior to have remitted to you the sum of \$25,000 from the appropriation "restoring and maintaining peace with Indian tribes in Oregon Territory, or so much thereof as may be necessary for expenditure during the year ending June 30, 1858," which, with the \$25,000 remitted to you on the 18th ultimo, will make up the amount of the "supposed liabilities" incurred for the Indian service in Oregon by your immediate predecessor, and for which you will account accordingly.

Again impressing on your attention the importance of a rigid examination of the claims that may be presented on account of these past liabilities, I have to instruct that you will institute such inquiries and take such cautious measures as will effectually enable you to ascertain their correctness before payment.

Very respectfully, &c.,

C. E. MIX,
Acting Commissioner.

J. W. NESMITH, Esq.,
Superintendent, Salem, Oregon Territory.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, February 4, 1858.

SIR: I have to acknowledge the receipt of your letter of the 26th November last, enclosing the following claims for supplies furnished the Indian service, and for services rendered therein under your predecessor in office, viz:

No. 1. R. E. Miller, for removing the Rogue river Indians to Grand Ronde reservation.....	\$2,187 00
No. 2. Thomas Force, for services as carpenter at Liberty agency	402 50
No. 3. E. Milwain, supplies for tin shop at Grand Ronde reservation.....	1,028 20
No. 4. E. Milwain, for supplies at different times in 1856, at Grand Ronde reservation.....	1,058 40
No. 5. Robert Shortess, for office rent while local agent at Astoria in 1850 and 1851	168 40

Referring to letter from this office of the 18th December last, I have to return to you these claims for settlement of so much thereof as you may have funds on hand applicable therefor, in the manner and upon the terms prescribed in the above mentioned letter.

Of the funds that have been remitted to you for the liquidation of past liabilities for the Indian service in Oregon and Washington, you will perceive, from the character and time of appropriation, that no portion thereof can be legitimately applied to the payment of any

liabilities incurred prior to the fiscal year of 1857, commencing 1st July, 1856, and whatever there may remain unsettled of claims against the Indian service in these Territories, previous to the year ending 30th June, 1857, will have to await further legislative action to supply deficiency of appropriation, as there are no funds remaining applicable for the payment of such liabilities.

You will therefore keep constantly in view the fact that the funds remitted to you since your accession to office have been designed and stated at each remittance for payment of such liabilities only as were incurred within the fiscal year ending 30th June, 1857, and for the prospective current demands for the service.

The account of Robert Shortess, for office rent as local agent in 1850 and 1851, prefers a charge of an unusual character in the Indian service, and unless an imperative necessity for such an expense for the service is shown, his claim could not be favorably entertained, even if there were funds applicable to its payment.

Very respectfully, &c.,

CHARLES E. MIX,
Acting Commissioner.

J. W. NESMITH, Esq.,
Superintendent, &c., Salem, Oregon Territory.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, December 3, 1857.

SIR: Your letter of the 19th October last, in reply to letter from this office of the 1st September, acknowledging receipt of treasury warrants for \$105,683 67, remitted by direction of the Commissioner on the 27th August, and treating at large the subjects of remittances and the necessities of your superintendency, has been received.

Previous to the receipt of this letter the necessary steps had been taken upon written specific statements made by, and conversations with, Governor Stevens and General Lane, to have remitted to you the sum of \$249,728 13 from appropriations as follows:

Restoring and maintaining the peaceable disposition of the Indian tribes on the Pacific.....	\$687 42
Restoring and maintaining peace with Indian tribes in Washington Territory.....	55,500 00
Incidental expenses of the Indian service in Washington Territory.....	15,954 65
Pay of interpreters.....	1,274 77
Amount of liabilities outstanding in Washington Territory, as per statement of Governor Stevens.....	73,416 84
Restoring and maintaining peace with Indian tribes in Oregon.....	170,353 47
Incidental expenses of the Indian service in Oregon Territory.....	5,407 82
Pay of interpreters.....	550 00
	<hr/>
	176,311 29
	<hr/>

Amount of liabilities outstanding in Oregon Territory per your statement.

And subsequent to the receipt thereof, a requisition was issued in your favor for \$54,000, as follows :

Restoring and maintaining peace with Indian tribes in Oregon, &c.....	\$20,000 00
Applicable to liabilities incurred in the second quarter of 1857 :	
Incidental expenses of the Indian service in Oregon.....	10,000 00
Incidental expenses of the Indian service in Washington.....	8,000 00
Removal and subsistence of Indians in Oregon.....	10,000 00
Removal and subsistence of Indians in Washington.....	6,000 00

The latter sums being remitted as an additional allowance for current purposes for the third and fourth quarters of 1857.

After making these remittances there will remain in the treasury, of appropriations applicable to the Indian service within your superintendency, amounts as follows :

Incidental expenses of the Indian service in Oregon.....	\$17,207 75
Incidental expenses of the Indian service in Washington.....	15,680 68
Removal and subsistence of Indians in Oregon.....	2,500 00
Removal and subsistence of Indians in Washington.....	10,964 72
Restoring and maintaining peace in Oregon, or so much as may be required for expenditures to the 30th June, 1857.....	65,894 78
Fulfilling treaties with California, Molala, and Clackamas Indians.....	6,130 00
Fulfilling treaties with Chasta, Scoton, and other tribes..	7,490 00
Fulfilling treaties with Umpquas, and Calapooias.....	2,680 00
Fulfilling treaties with Nisqually, Puyallap, and other bands.....	3,750 00

The \$65,894 78, under the appropriation for restoring and maintaining peace with Indian tribes in Oregon, is retained to meet the demands arising from the "supposed liabilities" incurred under the administration of late Superintendent Hedges, when they are satisfactorily ascertained, and to pay outstanding drafts, drawn by late Superintendent Palmer, and the remaining balances, as above specified, are reserved, meagre as they are, for the current expenses in your superintendency for the first and second quarters of 1858.

Presenting for your consideration the foregoing statements of remittances, and balances of funds on hand, it will be scarcely necessary to go into details, in answer to your letter, with a view of showing why remittances have not been made corresponding in amounts with your several estimates. You will readily perceive, that exclusive of funds applicable only to the payment of liabilities incurred within the year ending 30th June, 1857, that the limited appropriations for the year ending 30th June, 1858, did not authorize larger remittances than have been made you.

With regard to the remittances required by you for outstanding

liabilities in Oregon and Washington, amounting, in the aggregate, to very large sums, I did not deem myself authorized to make them until there was satisfactory statements exhibited, showing the character and objects of the claims for which they were demanded. In view of the very liberal appropriations made by Congress for the Indian service in Oregon and Washington, at its last session, amounting to upwards of \$500,000, and of the rapid exhaustion thereof, I deemed it my duty to ascertain, as far as was practicable, the character and correctness of the still large outstanding liabilities, as represented, before drawing further upon the appropriations to pay them. In thus acting I simply considered that I was doing my duty, and what was required in my then official position, without designing to reflect, in any manner, upon your fidelity as a public officer, or that of your predecessor.

You will now perceive the necessity, from the foregoing statement, of husbanding carefully the funds now remitted; there being left but limited amounts for the current expenses of the service for the first and second quarters of 1858; and unless Congress shall make, at an early period, appropriations to meet deficiencies, the means on hand will fall far short of your estimates.

In paying claims of past liabilities you will make, or cause to be made, by the agents, to whom it may become necessary to transfer any portion of the funds, a rigid examination of their character and correctness. When satisfied that they are just and correct, and incurred for necessary objects and purposes to the Indian service, you will pay them, accounting for such disbursements in the manner indicated in the remittances as above specified.

The vouchers and accounts enclosed in your letter of the 21st October, received from Gov. Stevens, on account of outstanding liabilities in Washington Territory, are, at your request, herewith returned, to enable you to make settlements thereupon.

Very respectfully, &c.,

C. E. MIX,
Acting Commissioner.

J. W. NESMITH, Esq.,
Superintendent, &c., Salem, O. T.

GREAT SALT LAKE CITY, *March 30, 1857.*

SIR: Your letter of the 24th September, advising me of the payment of my drafts of the 16th and 17th May last, was received on the 24th of this month, as also a copy of regulations requiring an estimate at the end of each quarter of the amount necessary to meet the demands of the service in the ensuing quarter, with which I shall cheerfully endeavor to comply, but would respectfully suggest some doubt as to its facilitating the despatch of business, owing to the great irregularity of the mails. For instance, had I sent in my estimates on the 30th September last for the quarter ending December 31st, it is quite certain that I would not, as yet, have been in receipt of the funds. And this fact is the only apology I have to offer for neglecting the

instructions of April, 1855. But, with most unfeigned deference, I would say that I did forward, (through his excellency,) on or about the 30th December, 1855, an estimate of the amount necessary to meet my expenditures in attempting to introduce a system of agriculture among certain bands of the Utahs, and asked for an appropriation for that purpose. And when I learned that the appropriation for incidental expenses had been increased by the amount of \$25,000, I reasonably supposed that this amount would be applied to that purpose; but, much to my regret, I have learned recently (though not officially) that his Excellency Brigham Young, through Agent Armstrong and himself, is arranging to take up the larger portion of the appropriation for the present year; and I have reasons to believe that this move is being made with the view of forestalling me, and throwing the expenditures of making these settlements upon my own shoulders without the means of liquidating them. I am informed that his excellency is now arranging an outfit of goods, to be expended by him on an exploring expedition through the Territories of Oregon and Washington, and perhaps British America. Now, I have all along been impressed with the idea that I was under the immediate control of the superintendent of the Territory, and have always been implicit in obeying his instructions in my official conduct, and even in the policy of introducing farming among the Indians. I have letters from him expressing his decided approbation, and in which he states that he has no doubt that expenditures made for that purpose would be approved and promptly paid by the general government, and goes on to suggest suitable localities for making these settlements, which are the same that were adopted.

Since my arrival in the Territory, my life has been one of arduous devotion to the service under the supervision of that officer, and although it has been but little more than two years since I entered upon the discharge of these duties, there is not a tribe between the Wasatch and Sierra Nevada ranges that I have not visited, and some of them more than once.

I would further say, that I expected (as I had a right to) that this officer would have districted the superintendency between Agent Armstrong and myself, (as I suggested to him in the summer of 1855,) and thereby given some data upon which to make an estimate of the amount necessary to meet the demands of the service of each; and I would further say, that under the present aspect of governmental affairs in Utah, and the point to which everything is rapidly tending under recent developments, it is utterly impossible that any concert of action between his excellency and myself can be had; and though it would be inconsistent with justice to myself as well as the great mass of the people, as also of the Indians, to relinquish these improvements without some assurance that the expenses would be endorsed, yet, if some change more compatible with the dignity and credit of the government cannot be made in the public functionaries of the Territory, I have to say that it will be perfectly compatible with my feelings and desire that my successor be named immediately, for I cannot consent any longer to take upon myself the burden of the service, under the supervision of one who would decoy me into ruin,

and who has so much disgraced the dignity of his position, and the name of an American citizen.

Very respectfully, your obedient servant,

GARLAND HURT,
Indian Agent, Utah.

Hon. GEO. W. MANYPENNY,
Commissioner Indian Affairs, Washington, D. C.

As we shall have between five and six hundred acres in cultivation on the three farms, which must be irrigated and harvested, and as I shall necessarily have to provide some clothing, provisions and cooking utensils for those who settle at the farms, and make suitable presents to those who visit us from a distance, I shall be obliged to expend about five thousand dollars in each of the two ensuing quarters ending September 30, and if the Commissioner will remit drafts for that amount he will greatly oblige.

Very respectfully,

GARLAND HURT,
Indian Agent, Utah.

OFFICE OF INDIAN AGENCY,
City of Provo, June 22, 1857.

SIR: In compliance with the regulations of the Indian Department, I would respectfully state that there will be required for the use of this agency, on account of contingent expenses, Indian presents, &c., the sum of three thousand and five hundred dollars for the quarter ending September 30, 1857.

Respectfully, your obedient servant,

GEO. W. ARMSTRONG,
Indian agent, Utah T.

Hon. COMMISSIONER OF INDIAN AFFAIRS,
Washington city, D. C.

OFFICE OF INDIAN AGENCY,
City of Provo, October 6, 1857.

SIR: I would respectfully state that there will be required to meet the expenses of this agency, for the quarter ending December 31, 1857, the sum of one thousand dollars.

Respectfully, your obedient servant,

GEO. W. ARMSTRONG,
Indian agent.

Hon. COMMISSIONER OF INDIAN AFFAIRS,
Washington, D. C.

OFFICE SUPERINTENDENT OF INDIAN AFFAIRS,
Great Salt Lake City, September 12, 1857.

SIR: Enclosed please find abstract, account current, and vouchers from 1 to 35, inclusive, (also abstract of employees,) for the current quarter up to this date, as, owing to the stoppage of the mail, I have deemed it best to avail myself of the opportunity of sending by private conveyance, not knowing when I may have another chance.

The expenditures, as you will observe by the papers, amount to \$6,411 38, for which I have drawn my drafts on the department in favor of Hon. John M. Bernhisel, delegate to Congress from this Territory.

You will also observe that a portion of those expenditures accrued prior to this quarter, which may need a word of explanation.

Santa Clara is in Washington county, the extreme southern county of this Territory, and this labor was commenced and partly performed, seeds, grain, &c., furnished, prior to the time that Mayor Armstrong visited these parts of the Territory; hence failed to find its way into his reports, and failed being included in mine, because the accounts and vouchers were not sooner brought in, and hence not settled until recently; but little has been effected in that part of the Territory at the expense of the government, although much has been done by the citizens in aiding the Indians with tools, teams, and instruction in cultivating the earth.

The bands mentioned are parts of Pied Indians, who are very numerous, but only in part inhabit this Territory. These Indians are more easily induced to labor than any others in the Territory, and many of them are now engaged in the common pursuits of civilized life. Their requirements are constant for wagons, ploughs, spades, hoes, teams and harness, &c., to enable them to work to advantage.

In like manner, the Indians in Cache valley have received but little at the expense of the government, although a sore tax to the people west, and along the line of California and Oregon travel; they continue to make their contributions, and, I am sorry to add, with considerable loss of life to the travellers. This is what I have always sought by all means in my power to avert, but I find it the most difficult of any portion to control. I have for many years succeeded better than this. I learn, by report, that many of the lives of the emigrants, and considerable quantities of property have been taken. This is principally owing to a company of three or four hundred returning Californians, who travelled these roads last spring to the eastern States, shooting at every Indian they could see—a practice utterly abhorrent to all good people, yet, I regret to say, one which has been indulged in to a great extent by travellers to and from the eastern States and California; hence the Indians regard all white men alike their enemies, and kill and plunder whenever they can do so with impunity, and often the innocent suffer for the deeds of the guilty.

This had always been one of the greatest difficulties that I have had to contend with in the administration of Indian affairs in this Territory. It is hard to make an Indian believe that the whites are

their friends, and the Great Father wishes to do them good, when, perhaps, the very next party which crosses their path shoots them down like wolves.

This trouble with the Indians only exists along the line of travel west, and beyond the influence of our settlements.

The Shoshonees are not hostile to travellers, so far as they inhabit this Territory, except, perhaps, a few called "Snake Diggers," who inhabit, as before stated, along the line of travel west of the settlements.

There have, however, been more or less depredations the present season north, and more within the vicinity of the settlements, owing to the causes above mentioned, and I find it of the utmost difficulty to restrain them. The sound of war quickens the blood and nerves of an Indian.

The report that troops were wending their way to this Territory has also had its influence upon them. In one or two instances this was the reason assigned why they made the attacks which they did upon some herds of cattle; they seemed to think that if it was to be war, they might as well commence, and begin to lay in a supply of food when they had a chance.

If I am to have the direction of the Indian affairs of this Territory, and am expected to maintain friendly relations with the Indians, there are a few things that I would most respectfully suggest to be done.

1. That travellers omit their infamous practice of shooting them down when they happen to see one. Whenever the citizens of this Territory travel the roads they are in the habit of giving the Indians food, tobacco, and a few other presents, and the Indians expect some such trifling favor, and they are emboldened by this practice to come up to the road with a view of receiving such presents. When, therefore, travellers from the States make their appearance, they throw themselves in sight with the same view, and when they are shot at, and some of their numbers killed, as has frequently been the case, we cannot but expect them to wreak their vengeance upon the next train.

2. That the government should make more liberal appropriations to be expended in presents. I have proven that it is far cheaper to feed and clothe the Indians than to fight them.

I find, moreover, that after all, when the fighting is over it is always followed by extensive presents, which if properly distributed in the first instance might have averted the fight. In this case, then, the expense of presents are the same, and it is true in nine-tenths of the cases that have happened.

3. The troops must be kept away; for it is a prevalent fact that wherever there are the most of these we may expect to find the greatest amount of hostile Indians, and the least security to persons and property.

If these three items could be complied with I have no hesitation in saying that, so far as Utah is concerned, travellers could go to and from, pass and repass, and no Indians would disturb or molest them or their property.

In regard to my drafts, it appears that the department is indisposed to pay them, for what reason I am at a loss to conjecture. I am aware

that Congress separated the office of superintendent of Indian affairs from that of governor; that the salary of governor remained the same for his gubernatorial duties, and that the superintendent's was fifteen hundred. I do think that, inasmuch as I perform the duties of both offices, I am entitled to the pay appropriated for it, and trust that you will so consider it. I have drawn again for the expenditure of this present quarter, as above set forth. Of course you will do as you please about paying, as you have with you the drafts for the two last quarters.

The department has often manifested its approval of the management of the Indian affairs in this superintendency, and never its disapproval. Why, then, should I be subjected to such annoyances in regard to obtaining the funds for defraying its expenses? Why should I be denied my salary? Why should appropriations made for the benefit of the Indians of this Territory be retained in the treasury, and individuals left unpaid? These are questions I leave for you to answer at your leisure, and meanwhile submit to such a course in relation thereto as you shall see fit to direct.

I have the honor to be, most respectfully, your obedient servant,
BRIGHAM YOUNG,
Governor and ex officio Supt. Ind. Affairs, U. T.
HON. JAMES W. DENVER,
Commissioner of Indian Affairs, Washington City, D. C.

OFFICE OF SUPERINTENDENT OF INDIAN AFFAIRS,
Great Salt Lake City, Utah Territory, October 16, 1857.

SIR: Since Dr. Garland Hurt, late United States Indian agent, has seen proper to abandon his agency in this Territory, you are hereby instructed to operate in the affairs of his late agency, to carry on or wind up the affairs thereof to the best interest of the Indians, the government, and all parties concerned.

I would recommend that Bishop John L. Butler, at Spanish fork, Bishop Warren S. Snow, at Mariti, Bishop Lewis Brunson, at Fillmore, and Bishop Farnsworth, at Beaver, be requested by you to aid you in carrying out this instruction in their several localities.

All is peace and good news from the east.

BRIGHAM YOUNG,
Governor and Superintendent of Indian Affairs.
GEORGE W. ARMSTRONG,
United States Indian Agent.

OFFICE OF INDIAN AGENCY,
City of Provo, December 1, 1857.

SIR: I received a letter from Governor Brigham Young, who still officiates as superintendent of Indian affairs, (the newly appointed superintendent not having arrived,) dated 10th of October last, in-

structing me to operate in the affairs of Major Garland Hurt, who has seen proper, for reasons with which I am not acquainted, to leave this Territory. I have complied with the instructions of the superintendent, and, on the 17th day of October last, entered upon the duties of his agency, in connexion with those of my own, and, as the affairs of his agency are in a somewhat embarrassed condition, it will require some time to make out a correct report of the condition of his affairs on the different reservations, viz.: at Spanish fork, Corn creek, and North and South San Peto; but as soon as circumstances will admit, I will forward a report of the condition of the agency as far as I shall be able to collect them accurately. I have deemed it prudent to forward a copy of the superintendent's letter for the use of the department.

I have the honor to be, most respectfully, your obedient servant,
GEORGE W. ARMSTRONG,
Indian Agent.

Hon. J. W. DENVER,
Commissioner of Indian Affairs, Washington, D. C.

P. S. By reference to the books of Major Hurt, I find that the individuals mentioned in the superintendent's letter are generally those that were in his employ at the time he left the Territory.

Respectfully, &c.,

GEORGE W. ARMSTRONG,
Indian Agent.

OFFICE OF INDIAN AGENCY,
City of Provo, U. T., December 1, 1857.

SIR: In compliance with the regulation of the department, I forward an estimate of amount of funds necessary to meet the expenses of my agency, as well as that lately occupied by Major Garland Hurt, for the third quarter of fiscal year ending March 31, 1857, (1858.)

For contingent expenses of my agency, one thousand five hundred dollars, (\$1,500.)

For the agency lately in charge of Major Garland Hurt, three thousand five hundred dollars, (\$3,500.)

Respectfully, your obedient servant,

GEORGE W. ARMSTRONG,
Indian Agent.

Hon. J. W. DENVER,
Commissioner of Indian Affairs, Washington, D. C.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, November 11, 1857.

SIR: Your communication of the 12th of last September has been received, and would not require a formal reply were it not for the

effort you make to place this office in the wrong, when, in fact, whatever difficulties exist have resulted from your own conduct.

As the superintendent of Indian Affairs for Utah Territory, it was your duty to keep a supervisory control over the different agents, and to see that they did not exceed their authority. It was your duty, also, to notify them of all things pertaining to their duties, and especially to keep them, in their expenditures, within the appropriations made for your superintendency. Their reports were made to you, and by you transmitted here. You cannot, therefore, plead ignorance of their transactions.

Knowing, then, the amount of the appropriations, and being fully advised of the affairs of the agents, and that money could not be taken out of the treasury without an act of Congress, you have allowed the drafts to exceed the appropriations to the amount of \$31,380 60, to the close of the fiscal year ending June 30, 1857. When the agents were notified that their drafts could not be paid, in consequence of the appropriations having been exhausted, and rebuked for exceeding them, they replied that they had no information from you on the subject. These communications passed through your hands, and yet you seem to have passed them by unnoticed. With a full knowledge, then, of all the facts, you took no steps, so far as this office is informed, to protect the public interests, or to keep your subordinates within the proper sphere of their duties. On the contrary, you seem to have been disposed to encourage these things, as is evidenced in your orders to Agent Hurt, sending him to Carson's valley, at a heavy expense to the government, when it was well known that the services of an agent were not required in that quarter; and, again, when you fitted out an expedition yourself, and conducted it northward, out of your superintendency, to give presents to Indians not under your control.

From all this it follows that, if your drafts are not paid you have no right to complain, because you knew at the time that the appropriations on which they were drawn were exhausted. But even if the money was in the treasury ready for the Indian service in Utah, I do not see how it can be applied to the payment of your drafts, until they shall have passed through the strictest scrutiny; for the department has information from reliable sources that, so far from encouraging amicable relations between the Indians and the people of the United States, outside of your own immediate community, you have studiously endeavored to impress on the minds of the Indians that there is a difference between your own sect, usually known as Mormons, and the government and other citizens of the United States; that the former were their friends and the latter their enemies. In addition to this, you have been denouncing this government and threatening an armed resistance to the authorities sent out by the President. Indeed, unless you and your coadjutors are most grossly misrepresented and your language misquoted, the appearance of those authorities among you is all that is necessary to prompt you to an overt act of treason.

It could never have been intended, when the appropriations were made by Congress, that the money should be used in arousing savages

to war against our own citizens, or to enable a subordinate officer to carry on treasonable practices against his government.

The rule of this office is to withhold annuities from the Indians whenever they place themselves in a hostile or antagonistic attitude towards the government, and I know of no reason why the same rule should not be applied to you at this time. But as the appropriation has been exhausted it is unnecessary to consider that question now.

You say, "the troops must be kept away, for it is a prevalent fact, that wherever there are the most of these, we may expect to find the greatest amount of hostile Indians, and the least security for persons and property."

The troops are under the direction of the President, and it is fair to presume that he would not send them to Utah Territory, unless there was a necessity for so doing; and if it be true that wherever the greatest number of troops are, there are to be found the greatest number of hostile Indians, it arises from the fact that the troops are necessary at such places to preserve the peace and keep the Indians in subjection.

There is no reason why persons and property should be any the less secure in the neighborhood of the troops, nor is there any reason why peaceable citizens should object to their presence. If it is your intention to preserve peace, the troops will not interfere with you; but if you intend otherwise, then it is necessary that the troops should be on the ground to enforce it.

It is much to be regretted that such a state of affairs should exist; and it is always with great reluctance that we arrive at the conclusion that American citizens should at any time require the strong arm of power to compel obedience to the law, or that a subordinate officer should so far forget his duty as to use his official position to injure one portion of his fellow-citizens, and to alienate another portion from loyalty to their government. But when convinced of the existence of such facts, the chief Executive has no alternative left but to crush out rebellion; and for this purpose all the powers of the government are placed under his control.

Your claim for double salary cannot be allowed; for even if it did not come in conflict with the general rule which forbids the payment of two salaries at the same time, to the same person, yet you could not be entitled to it, for the reason that you became superintendent of Indian Affairs by virtue of your appointment as governor of the Territory; and although these offices have since been separated, yet you had not, at the date of your communication, been relieved from the duties appertaining to them. Your other accounts will be examined into, and whenever it shall be ascertained that the expenditure was properly made, they will be paid, should Congress make an appropriation for that purpose.

You say, "the department has often manifested its approval of the management of the Indian affairs in this superintendency, and never its disapproval." The reverse of this is the fact. This office has often found fault with your conduct, and to prove this, it is only necessary to quote your own language. One extract from your communication to this office dated "Great Salt Lake City, June 26, 1855," will

suffice. You then say: "For the last two years I have experienced the greatest difficulty in getting my accounts adjusted at the department, and when they have been finally so adjusted, that it has been done by *suspending* and *disallowing* a great portion thereof." Many similar extracts might be given, but this is sufficient to establish the incorrectness of your statement, that this office had never manifested its disapproval of your conduct.

I have the honor to be, very respectfully, your obedient servant,
J. W. DENVER,
Commissioner.

His Excellency BRIGHAM YOUNG,
Great Salt Lake City, Utah Territory.

DEPARTMENT OF THE INTERIOR,

Office Indian Affairs, June 26, 1857.

SIR: Your letter of the 27th ultimo, calling my attention to the claim of Overton Love and John Guess, Chickasaws, for the value of seven negro slaves forcibly taken out of their possession in 1847, and carried off by certain citizens of Texas, has been received.

I have very carefully examined and considered the case, and am of opinion that, under the treaties and laws, they should be paid the value of the same by the United States. I have taken the valuation placed upon them by David Wall, a disinterested witness, together with the comments of late Agent Smith, to be nearer their true value than that placed upon them by the other witnesses. As there are no funds at the disposal of this office applicable to the payment, I shall send in an estimate for the amount assessed by Wall to Congress, at its next session, and ask that an appropriation may be made.

Very respectfully, your obedient servant,
J. W. DENVER,
Commissioner.

DOUGLAS H. COOPER, Esq.,
Agent, &c., Present.

Extract from a report of the Office Indian Affairs to the Secretary of the Interior, dated 14th January, 1857.

Out of the aforementioned appropriation of \$5,000 there was paid to Edmund Fallon, on behalf of himself and wife, on the 13th of July, \$185 62, leaving the sum of \$4,814 38, and it is respectfully submitted whether that sum shall be divided *pro rata* among those upon this list whom you shall decide to be entitled to participate, or whether it shall be paid out as far as it will go, giving to each individual the same amount as was given to those enrolled by Mr. Siler, leaving to Congress to make provision for those who will thus get nothing, as payment in that mode will require a larger amount than what is on hand; or whether the attention of Congress shall be called to the

deficiency, and no steps taken to pay out anything until that deficiency is supplied.

Very respectfully, your obedient servant,
GEO. W. MANYPENNY,
Commissioner.

Hon R. McCLELLAND,
Secretary of the Interior.

DEPARTMENT OF THE INTERIOR,
June 12, 1857.

SIR: I transmit herewith a copy of the opinion of the Attorney General, of the 10th instant, deciding that the balance of the appropriation of \$5,000, made by the act of 31st July, 1854, for the benefit of those Cherokees who were omitted in the census taken by D. W. Siler, in 1851, should be paid to said Indians *pro rata*; and you are requested to take such action in the matter as is necessary, with a view to the early payment of the money to the parties entitled, in accordance with said opinion.

I am, sir, very respectfully, your obedient servant,
J. THOMPSON,
Secretary.

CHARLES E. MIX, Esq.,
Acting Commissioner of Indian Affairs.

ATTORNEY GENERAL'S OFFICE,
June 10, 1857.

SIR: A treaty with the Cherokees provided that certain money should be equally divided among the people of that nation east of the Mississippi, according to a census. The division was made agreeably to the census, giving to each individual \$92 82, but it afterwards appeared that some Cherokees had been omitted from the census-roll, and had, consequently, received nothing. To remedy this error, Congress ordered the department to ascertain the number of persons omitted, and pay each of them as much as had been received by one of those included in the previous division. Five thousand dollars were appropriated to make the payment. The number was ascertained to be 88.

The result of all this has been to require a payment of \$92 82 a head to 88 persons, and to give you an appropriation of only \$5,000 to make that payment with. It is manifest that under the circumstances you must do one of three things: 1st, divide the \$5,000 equally among all the persons entitled, which will give each one a little less than \$54; 2d, pay the full sum of \$92 82 per head to as many of the 88 Cherokees as you can with the fund, and leave the rest unpaid altogether; or, 3d, make no payment at all, but keep the money in the treasury.

To decline all payment under the appropriation would be to withhold money which those people have a legal right to receive. To pay a portion of them in full and deny the rest everything would be

making a distinction where the law has made no difference. You have no alternative left but to do what equity always does between persons who are equal, in the eye of the law, which is to give every one as much as you give to the others; by this I mean that you should make an equal division of the \$5,000 among the 88 Cherokees for whom it was intended.

Cases depending on the same principle come up every day in the courts. For instance, several legatees are entitled, under a will, to an aggregate sum, which the testator has not left an estate large enough to pay. In such case the executor neither keeps the fund himself nor pays to one at the expense of the others, but he divides it *pro rata* among them all. One creditor of an insolvent man has as good a right to be paid in full as another. The law deals with them alike, giving to each his proper share. In all cases where it is necessary that a law should be sustained by a class of persons, and the individuals who belong to that class are all equally meritorious, so that no distinction can be legally made between them, the law is to be thrown on all alike. Equality is equity.

I am, most respectfully, yours, &c.,

J. S. BLACK.

Hon. J. THOMPSON,
Secretary of the Interior.

OFFICE SUPERINTENDENT OF INDIAN AFFAIRS,
Fort Smith, Arkansas, January 19, 1857.

SIR: At the request of Agent Garrett, I ask leave to lay before you the enclosed papers in support of a claim against the United States, for indemnification for spoliation of property of George W. Stidham, a Creek Indian. Agent Garrett, in transmitting the papers to this office, remarks: "I have every reason to believe the claim of Mr. Stidham against the United States to be perfectly just, and trust that it will receive prompt attention from the proper department."

From the enclosed papers it appears that the property stolen was two mules, one of which was utterly lost, and the other, when recovered, was so injured that it had to be sold for much less than its real worth. Mr. Stidham places his loss at \$125. The party guilty of the theft, Thomas Burkhead, a white man, was convicted thereof at the December term, 1855, of the United States district court for the western district of Arkansas. A transcript of the record of the court is transmitted herewith.

It appears to me that the court failed to sentence Burkhead as required by the 16th section of the act under which the claim is brought; and, also, that Mr. Stidham, in his affidavit, failed to testify that neither himself nor any of his tribe had sought private redress or satisfaction. I do not know that these omissions are material, and hence forward the papers, asking your attention thereto.

Very respectfully, your obedient servant,

C. W. DEAN, *Superintendent.*

Hon. GEORGE W. MANYPENNY,
Commissioner, &c., Washington City, D. C.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, October 5, 1854.

SIR: In compliance with your request, I have examined the account of Captain John Rogers, of Fort Smith, Arkansas, for storage of certain articles of provisions, in the year 1837, which had been procured by the government for the Chickasaw Indians.

This claim has heretofore been acted upon, and decided adversely by this office; but it is alleged that there was a manifest error in that decision, it being based upon the supposition that an account for \$346 82 paid Captain Rogers, in July 1837, for drayage and stowing or storing some pork, salt and corn, was for the same services or object, and embraced all he was entitled to on that account; whereas the claim is not for drayage and stowing or storing, but for storage after the articles were stowed, or stored, in the warehouse. Such a mistake seems to have been committed, and the claim appears to be satisfactorily established, by the evidence and papers accompanying it, as a just demand. It is not in the power of the department to allow and pay it, however, as there are no funds under its control applicable thereto. The only recourse for relief is an application by the claimant to Congress.

Very respectfully, your obedient servant,

CHARLES E. MIX,
Acting Commissioner.

JOHN T. COCHRANE, Esq.,
Washington City.

THE UNITED STATES

To George W. Stidham, Dr.

1857.—January 1. For the value of one mule stolen from him by Thomas Burkhead, a white man, who was convicted of the larceny of the same, as per the accompanying transcript of the record of the United States district court,	\$80
For injury done to one mule, also stolen from him by the said Burkhead, &c.....	45
	<hr/>
	125
	<hr/>

Due under the 16th section of the law "regulating trade and intercourse with the Indian tribes, and to preserve peace on the frontier."

OFFICE OF THE SOLICITOR OF THE TREASURY,
April 1, 1857.

From the return of the United States district attorney for the western district of Arkansas, dated June 11, 1856, it appears that an execution

had been issued in favor of the United States against Thomas Burkhead, and returned by the marshal, "No property found."

F. B. STREETER,
Solicitor.

WESTERN TERRITORY, }
Creek Nation. }

On this fifth day of January, 1857, personally appeared before me, William H. Garrett, United States agent for the Creeks, George W. Stidham, a native Creek Indian, who, after being duly sworn, deposeth and saith as follows, to wit: That during the month of November, 1854, one Thomas Burkhead, a white man, did steal from him two mules; and that in the ensuing July, hearing that the said Burkhead was in the Chickasaw nation, he proceeded there and had him arrested and conveyed to Van Buren, Arkansas, at which place he was subsequently tried and convicted: that he has used every exertion to discover his property; that while in the Chickasaw nation he succeeded in finding one of the mules, which, however, was so impaired and disabled by abuse as to be unable to perform the journey back to the Creek agency, and in consequence he had to dispose of it, by which he incurred a loss of forty-five dollars; that the said Thomas Burkhead having no effects or property, was utterly unable to afford him restitution for the loss of his property, and that he has never received any consideration for the same from any source whatever.

G. W. STIDHAM.

Sworn to and subscribed before me, at the Creek agency, this fifth day of January, 1857.

W. H. GARRETT,
Creek Agent.

And the said George W. Stidham doth further certify and depose, that neither he nor any of the nation to which he belongs has sought private revenge for the aforesaid wrong, or attempted to obtain satisfaction for the same by any force or violence.

G. W. STIDHAM.

WASHINGTON CITY, March 5, 1857.

Sworn to and subscribed before me, at Washington city, March 6, 1857.

WM. H. GARRETT,
Creek Agent.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, April 1, 1857.

SIR: Referring to a letter from this office to late Superintendent Dean, of the 19th of February last, in which certain objections were urged against the payment of a claim in your behalf, I have now to remark, that the certificate of the Solicitor of the Treasury, presented

by you, in regard to the insolvency of Thomas Burkhead, removes the objections then urged against said claim, and an estimate will be made to the next Congress for an appropriation for the payment of the same.

Very respectfully, your obedient servant,

CHARLES E. MIX,
Commissioner ad interim.

GEO. W. STIDHAM, Esq., *Present.*

OFFICE SUPERINTENDENT INDIAN AFFAIRS,
Salem, Oregon, January 20, 1858.

SIR: In view of the heavy liabilities already contracted on account of the Indian service in Oregon, and the expenses likely to accrue during the unexpired balance of the present fiscal year, and so far exceeding the appropriations for that period, I deem it my duty to promptly report to you the present financial condition of the superintendency, together with an estimate of the probable deficiency on the 30th of June next, so that such steps may be taken as shall be deemed proper to call the attention of Congress to the subject at an early day.

I had determined to delay the preparation of such a report until statements could be obtained from all the agents in both Washington and Oregon, embracing the time up to the 31st of December last; but, in view of the remoteness of some of those agents, as well as the uncertainty of communication at this season of the year, together with the existing necessity of prompt action on the part of Congress, I have concluded to communicate at once, without awaiting the arrival of all the agents' quarterly reports.

Of the funds for general purposes for Washington Territory, I have on hand your last remittance of \$14,000; that, together with the undrawn balance of \$26,645 42 of Washington Territory funds yet remaining in the treasury, I think will be sufficient for the expenses of the current year in that Territory.

Owing to the fact that there is no general system of reservations yet adopted in that Territory, and the Indians bordering on the Columbia and Puget Sound generally permitted to wander about in quest of fish and game, they have required but little aid from the government in the way of food since I assumed the duties of the office. The Indians east of the Cascade mountains in Washington have received but little assistance from the government, owing to the fact that their country is not occupied by the whites, or their usual facilities for obtaining a livelihood in any way affected by white settlers.

It is true that there has been considerable suffering among them, but inasmuch as they are responsible for the late war, by their acts in commencing unprovoked hostilities, I have not been in a hurry, or over anxious to relieve them from the legitimate results of their own treachery and folly.

In Oregon, while there are only about one-third of the number of Indians that there are in Washington, the cost of "maintaining peace" is much greater, owing to the fact that nearly all of the country west

of the Cascade mountains is occupied by white settlements, and the Indians collected, guarded and subsisted upon reservations destitute of both fish and game.

In my communication from this office of December 24, I gave you an approximate estimate of the cost of their subsistence, which amounts daily to \$669 63, in addition to which there have been heavy expenses in building houses and making farms for the purpose of rendering the reservations, as late Commissioner Manypenny instructed, "self-sustaining." The food, houses, and farms are not the only necessary expenses; the inclement climate in this latitude requires that they should be at least partially supplied with clothing, and for which they are entirely dependent upon the generosity of the government. When clothing, (though it be scanty,) shelter, subsistence and opening farms for four thousand Indians is considered, in a country of high prices, it is but natural to suppose that the aggregate cost must amount to a very large sum.

The \$176,311 29 received by last mail will, I think, pay the outstanding indebtedness contracted prior to the 1st of May, 1857. I have determined to disburse this fund in the payment of all debts which were contracted prior to the 30th June, 1857, as it is the language of the appropriation. This disposition of the fund, I trust, will meet with your approval.

In my report of June 17th I estimated the "supposed liabilities" contracted by late Superintendents Palmer and Hedges in this Territory to amount to \$50,000, and it is perceived by your statement of funds that you have retained \$65,894 78 to be applied to the payment of those liabilities when they are satisfactorily ascertained.

I have as yet received no detailed report from my late predecessors, yet I am satisfied that in my report of June 17 those liabilities were over-estimated, and I now think that \$30,000 would discharge them all, with the exception of, as I understand, about \$10,000 of late Superintendent Palmer's drafts.

Many of the claims embraced in the \$50,000 estimate of June 17 are now on file in this office, with the necessary proofs of correctness. One of this character, in favor of James Guthrie, jr., for \$2,505, I transmitted to you on the 27th of November last.

Where claims contracted by Palmer or Hedges are presented with all the proofs, I cannot well avoid their payment without bringing upon the office the reproach of partiality.

Under this state of facts and consequent embarrassment, I would most urgently request that I be furnished with \$30,000 more of the appropriation to meet the deficiency and pay off all of this character of claims. This will leave \$35,894 78 of the appropriation to pay outstanding liabilities to June 30, 1857, still in the treasury, and which I am satisfied is a much larger amount than will be required to meet late Superintendent Palmer's outstanding drafts.

Enclosed I forward you a statement, marked A, showing the outstanding indebtedness contracted by Agent R. B. Metcalfe, at the Siletz, or Coast reservation, from the 1st of May to the 31st December, amounting to \$111,420 35. I also enclose statement, marked B, showing the outstanding indebtedness contracted by Agent John

F. Miller, at the Grande Ronde reservation, for the same period, amounting to \$72,657 54.

The remoteness of Agent Dennison and Sub-agent Drew has prevented my receiving their statements of outstanding liabilities in time for my present report. I have included, however, \$10,000 for each, which will approximate their actual liabilities created from May 1, to December 31, 1857. All those statements are carried to abstract C, herewith enclosed, and to which, as well as my estimates of November 1, 1857, which is presumed to be on file in your office, your attention is respectfully called.

By reference to those reports and statements you will perceive that, after all the funds heretofore received, and the balance in my hands, is disbursed, the deficiency on the 31st of December, 1857, is \$204,077 89.

In referring to my estimates for the first and second quarters of 1858 you will observe that they amount to \$217,875 50, and after deducting the \$19,707 75, now in the treasury applicable to those quarters, the deficiency for the first and second quarters of 1858 will be \$198,167 25, which, added to the deficiency up to the 31st of December, makes the total deficiency in Oregon for the fiscal year ending June 30, 1858, \$362,245 09.

This will be the actual deficiency, if the present system is continued, after disbursing every dollar appropriated by the last Congress.

After reading my various letters and reports upon Indian affairs in this Territory, I think that you will readily perceive the necessity of an immediate appropriation to meet this deficiency; and I can only ask, in the name of justice and humanity, that it be promptly made.

By reference to the enclosed circular to agents, you will perceive that I have given orders to discontinue improvements on the reservations, and for the curtailment of every possible expense compatible with the protection of the public property and preservation of the lives of the Indians. If peace is maintained, and the Indians barely subsisted, I have no idea that my present estimates can in any way be curtailed.

To abandon the system now involves a loss of all that has been done; and how I am to continue it, with the limited means at my disposal, presents a question which causes me to shudder for the peace and quiet of the country. I have endeavored to do my duty, and have given you the naked facts as they exist, and the question is now presented to Congress, whether they will make the necessary appropriations, or stand coolly by to see this country deluged in blood? It is a question of war or peace, life or death, for Congress in its wisdom to decide. In any event, I shall consider it my duty to continue the present system on credit until otherwise instructed.

In the event of an appropriation being made, I trust there will be no delay in remitting the funds; and I would also request that the

balance now in the treasury, for both Oregon and Washington Territories, be remitted as early as practicable.

Very respectfully, your obedient servant,

J. W. NESMITH,
*Superintendent Indian Affairs, Oregon and
Washington Territories.*

Hon. CHARLES E. MIX,
Acting Commissioner Indian Affairs, Washington, D. C.

A.

Statement showing the debts contracted by R. B. Metcalfe, Indian agent at Selet's agency district, Coast Indian reservation, Oregon Territory, from the 1st day of May to the 31st day of December, 1857, the same being now outstanding unpaid and due from the United States.

Date.	To whom due.	For what due.	Amount.	Remarks.
1857.				
May 1 to May 10.....	F. Henry	Local Indian agent.....	\$33 33	In charge of a party of Indians at King's Valley, Oregon Ter.
May 1 to June 27.....	S. K. Remick.....	Services as carpenter.....	235 75	
May 1 to July 15.....	L. B. Munson.....	do.....	133 00	
May 1 to May 27.....	Alexander Ferguson.....	Services as cook for employes.....	87 09	
May 1 to October 17.....	G. C. Hubbard.....	Services hewing timber and lumber for buildings.....	385 25	
May 1 to July 29.....	B. A. Steward.....	Services making shingles, boards, &c.....	110 50	
May 1 to May 30.....	S. B. Waters	Services, hewing timber for buildings.....	60 00	
May 1 to May 15.....	William J. Coleman.....	Services, whip sawing for buildings.....	55 00	
May 1 to May 15.....	James Trimbell.....	do.....	54 00	
May 1 to August 31.....	Rowland Chambers.....	Flour, for subsistence of Indians.....	1,793 87	See abstract of purchases of subsistence, 2d and 3d quarters 1857.
May 1 to Sept. 30.....	Thomas Cain.....	Services, building Indian houses, making boards, &c.....	403 75	
May 1 to June 2.....	George Bevins.....	Services, herding cattle, carrying express, &c.....	53 16	
May 1 to October 15.....	James Bruce.....	Breaking and seeding ground, building Indian houses, &c., and 28 oxen.....	6,292 00	
May 1 to Dec. 31.....	John S. Chamberlin.....	Services as clerk.....	800 00	
May 1 to May 5.....	Perry Wilson.....	Scoring timber, and putting up fence.....	10 00	
May 1 to May 5.....	James Heays.....	do.....	10 00	
May 1 to May 5.....	Jasper Jones.....	do.....	10 00	
May 1 to May 5.....	Francis Mansfield.....	do.....	10 00	
May 1 to May 5.....	John Wilson.....	do.....	11 25	
May 1 to Oct. 15.....	James Clugage.....	Services in charge of a party of Indians, \$50; packing, whilst removing Indians from Grand Ronde agency, and also Willamette valley, Selet's landing, &c.....	6,015 72	

May 1 to Oct. 15.....	do.....	Subsistence of Indians, (flour, &c.).....	617 01	See abstract of purchases of subsistence and property, 3d quarter, 1857.
May 1 to Dec. 31.....	Henry Fuller.....	Beef and flour for subsistence of Indians, and 1 horse, \$55.	39, 119 80	See abstract of purchases of subsistence and property, 2d, 3d, and 4th quarters 1857.
May 1 to May 31.....	W. W. Dow.....	Scoring timber for buildings.....	56 25	See abstract of purchases of subsistence, 2d quarter, 1857.
May 1 to May 31.....	George McBe.....	Making ox bows.....	7 00	
May 1 to Aug. 29.....	Edward Moran.....	Services as laborer.....	236 25	
May 1 to Oct. 10.....	Jonathan Scott.....	Services, making rails, boards, laying up fence, &c.....	633 00	See abstract of purchases of subsistence, 2d quarter, 1857.
May 3 to May 9.....	James Strang.....	Hire of 3 teams, &c., whilst removing Indians.....	179 50	
May 3 to May 9.....	do.....	Beef and flour for subsistence for Indians.....	185 50	
May 9 to Oct. 10.....	William Halbert.....	Services, making boards, shingles, &c.....	305 64	See abstract of purchases of subsistence and property, 2d quarter, 1857.
May 21 to June 27.....	Dudley Dorr.....	Services as carpenter.....	132 00	
May 26.....	J. C. Alnsworth & Co....	Subsistence for Indians, seeds and other supplies.....	2, 673 66	
May 26.....	do.....	Transportation on seeds and other supplies.....	180 00	See abstract of purchases of subsistence and property, 2d quarter, 1857.
May 26 to Aug. 22.....	Samuel Mansfield.....	Services, working on roads, harvesting, &c.....	248 00	
May 13 to Dec. 31.....	Luke Gray.....	Services as laborer, teamster, &c.....	567 00	
May 27 to June 19.....	Thomas Bouker.....	Services, boating supplies from Yaguama bay to Salet's landing.....	52 50	See abstract of purchases of subsistence, 2d quarter 1857.
May 27 to June 30.....	Nat. H. Lane.....	Supplies.....	339 05	
May 17 to July 31.....	Thomas H. Powers.....	Services as teamster.....	166 25	
June 8 to Dec. 31.....	Stephen Z. Pierce.....	Services as carpenter.....	786 00	See abstract of purchases of subsistence and property, 2d quarter 1857.
June 10 to Aug. 5.....	John K. Lamerick.....	do.....	283 50	
June 13 to Dec. 31.....	James Lealie.....	do.....	885 00	
June 16 to July 2.....	J. T. Leonard.....	Services, making roads.....	40 50	See abstract of purchases of property and subsistence, 3d quarter 1857.
June 16 to June 30.....	Lane & Bledsoe.....	Supplies.....	386 34	
June 20 to Oct. 13.....	Stuart, O'Neill & Dodge.....	Transportation on annuity goods and supplies.....	1, 090 63	
September 10.....	do.....	Supplies, seeds, &c.....	2, 914 46	do.
July 1 to Sept. 30.....	Lewis & Mulkey.....	Beef for subsistence for Indians.....	11, 155 34	do.

A—Continued.

Date.	To whom due.	For what due.	Amount.	Remarks.
1857.				
July 3 to Oct. 10.....	Smith & Davis.....	Medicines.....	\$747 19	See abstract of purchases of property, 3d and 4th quarters 1857.
July 5 to Dec. 31.....	S. B. Shaffer.....	Services, working on roads, &c., and farmer.....	549 00	Commenced as farmer October 19, 1857, at \$1,200 per annum.
July 5 to Dec. 31.....	A. H. Matthews.....	Services, working on roads, making abingies, farming, &c.	369 73	
July 15 to Aug. 22.....	L. R. Whitlock.....	Services, working on roads.....	78 25	
July 15.....	J. S. Moltesey.....	Books, medicines, &c.....	74 50	See abstract of purchases of property, 3d quarter 1857.
July 17 to Aug. 8.....	William Shires.....	Services as carpenter.....	80 00	
July 27 to Oct. 15.....	Frank Kramer.....	do.....	272 00	
Aug. 3 to Oct. 23.....	Nathan N. Cox.....	do.....	263 25	
August 3.....	O. P. Churlett.....	6 Indian horses.....	228 00	Do.
Aug. 5 to Sept. 8.....	Patrick Daly.....	Services in getting out timber for Indian houses.....	85 50	do.
Aug. 8 to Dec. 31.....	Joseph B. Gray.....	Services as carpenter.....	620 50	
Aug. 8 to Sept. 15.....	John Brennan.....	do.....	165 00	
Aug. 10 to Dec. 18.....	John Murray.....	Services as stone mason, hewing timber, &c.....	485 00	
Aug. 10 to Dec. 31.....	John L. Bills.....	Services as carpenter to September 18, and farmer to December 31, 1857.	589 44	
August 13.....	J. B. Congle.....	Saddles and bridles.....	36 00	Do.
August 15.....	A. J. Long.....	1 horse.....	75 00	Do.
Oct. 25 to Dec. 31.....	do.....	Services as farmer.....	206 11	
Aug. 21 to Sept. 10.....	Albert Horner.....	Services building Indian houses.....	49 50	
Aug. 22 to Oct. 9.....	Ann Murray.....	Services as cook for employes.....	136 00	
Aug. 24 to Sept. 15.....	A. Nicholson.....	Services as carpenter.....	95 00	
Aug. 25 to Oct. 3.....	Jackson Moody.....	Services as teamster.....	111 00	
Aug. 25 to Oct. 28.....	Allen & Lewis.....	Supplies.....	1,251 95	See abstract of purchases of subsistence and property, 3d and 4th quarters 1857.
August 25.....	J. Kohn & Co.....	do.....	512 65	See abstract of purchases of property, 3d quarter 1857.

SUPPLEMENTAL ESTIMATES FOR INDIAN SERVICE.

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August 27.....	E. E. Taylor.....	6 oxen.....	360 00	Do.	do.
Sept. 16 to Oct. 7.....	George L. Hays.....	Services as carpenter and forwarding supplies at Ya- quama bay.....	36 66		
Sept. 21 to Oct. 10.....	Alphonso Ware.....	Services as teamster.....	25 50		See abstracts of purchases of property and subsistence, 3d and 4th quarters 1857.
Sept. 30 to Dec. 31.....	Relfe Bledsoe.....	Supplies.....	237 48		
	Do.....	Services as commissary from May 1 to June 30, 1857.....	150 00		
	Do.....	Transportation on medicines and supplies from Portland to King's valley.....	89 02		
	Do.....	Orders paid in favor of Indians for labor.....	9,128 86		
Oct. 1 to Dec. 31.....	George H. Abbott.....	Services as local Indian agent and commissary.....	300 00		In charge of Indians at Yaquama bay station.
Oct. 1 to Dec. 31.....	James K. Metcalfe.....	Services as commissary.....	300 00		
Oct. 1 to Dec. 31.....	Peter McGuire.....	Services as interpreter and farmer.....	300 00		
Oct. 1 to Dec. 31.....	George Leasure.....	Services as blacksmith.....	300 00		
Oct. 5 to Dec. 31.....	William H. Packwood.....	Services in charge of depot at Selet's landing.....	217 50		
October 8.....	John Smith.....	Services, carrying express to King's valley.....	12 00		
Oct. 5 to Dec. 31.....	Alfred Wood.....	Services as carpenter.....	390 00		
Oct. 19 to Dec. 28.....	James Bruce & Co.....	Packing to and from Selet's landing and from Willa- mette valley, hire of pack mules, &c.....	487 50		
October 27.....	A. D. Shelby.....	Clothing, &c., for presents to Indians.....	1,337 50		See abstract of purchases of property, 4th quarter 1857.
October 27.....	Sellers Friendly.....	do.....do.....	9,369 74	Do.	do.
November 30.....	Stock & Kaufman.....	Supplies.....	25 00		See abstract of purchases of sub- sistence, 4th quarter 1857.
Sept. 23 to Dec. 31.....	David Wall.....	Services as hospital steward to November 4, and acting physician from November 5 to December 31, 1857.....	294 17		
May 1 to Dec. 31.....	Indians.....	Services of labor at Selet's agency, Oregon Ter. &c.....	1,900 00		
		Total amount due.....	111,420 35		

I certify, on honor, that the above statement is correct and true, and embraces all the accounts made by me and now outstanding and due from the United States on account of the Indian service in Oregon Territory from the 1st day of May to the 31st day of December, 1857, inclusive.
R. B. METCALFE, Indian Agent.

B.

Statement showing the debts contracted by John F. Miller, Indian agent at the Grande Ronde agency, Oregon Territory, from the 1st day of May to the 31st day of December, 1857, the same being now outstanding, unpaid, and due from the United States.

Date of purchase or service.		To whom due.	For what due.	Amount.
Commencing.	Ending.			
April 30	May 12	W. H. Willis	Services on farm	\$27 50
January 1	May 31	A. J. Long	Services on farm, and teaming	397 25
April 27	May 25	John Burden	Services on farm	62 50
	May 22	R. E. Miller	Transporting Indians	*2, 187 00
	June 1	D. C. Rowell	Purchase of bacon	689 78
	May 21	John Jordan	Purchase of potatoes	6 37
April 15	May 11	do	Services on farm	57 50
	June 29	do	Purchase of oxen and wagons, &c	240 00
	May 25	do	do	305 00
May 6	July 8	W. Burden	Services in saw-mill	105 00
April 1	September 30	A. Wood	Services as carpenter, about	750 00
January 12	August 10	B. Simpson	Services in saw-mill	860 00
February 11	August 12	J. T. McComas	Services as farmer for R. River tribe	500 00
November 25	May 10	L. Jackson	Services as clerk	553 33
	September 28	Levi B. Wells	Purchase of flour	261 44
August 11	September 10	Charles Crawford	Cooking for Indian employes	65 00
January 1	June 16	John Ostrander	School teacher for R. River tribe	458 33
	May 2	M. Wiel	Purchase of peas and scythes	42 75
	September 1	George Weber	Purchase of shingles	57 90
	September 15	J. Springer	do	101 25
	November 23	John H. Starr	Services as tinner	600 00
	September 23	A. M. and L. M. Starr	Purchase of materials for tin shop	287 10
September 11	October 17	Charles Crawford	Building Indian houses	50 00
September 2	November 9	Edson Marsh	Services on farm	147 50

SUPPLEMENTAL ESTIMATES FOR INDIAN SERVICE.

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June 1	May 1	Alfred Stagz	Purchase of oats	36 50
January 1	May 2	Solomon Beary	Purchase of potatoes and flour	317 05
February 15	December 8	Jas. A. Fennibafer	Services as blacksmith	696 66
May 1	December 31	M. Copenbaver	Services on farm	650 83
	November 9	Annaa Howe	Services as superintendent of farming	975 00
	June 23	M. Wiel	Purchase of bacon	80 00
	May 16	Jesse Newbill	Services on farm	30 00
	May 1	Joel Palmer	Purchase of peas	142 00
	May 11	Allan McKinlay & Co	Purchase of iron	314 32
	May 8	A. Tharp	Purchase of turnip seed	26 00
	June 10	M. Wiel	Purchase of linseed oil	15 00
	June 8	D. Rowell	Purchase of bran	51 95
		Alfred Stagz	Purchase of potatoes	3 50
February 6	May 20	Thomas L. Turner	Hire of teams	675 37
December 23, 1856	May 21	Horace L. Ish	Removing Indians, &c.	†1,746 79
	May 15	Jacob Conneys	Purchase of potatoes	10 00
		R. E. Miller	Hire of teams	545 00
	June 1	D. C. Rowell	Purchase of flour	4,700 00
	May	W. R. Munkers	Purchase of beef	2,296 00
		J. H. Lewis	Purchase of flour, about	3,641 06
		Casper & Smith	Purchase of beef	11,281 90
		R. E. Miller	Purchase of flour	8,643 29
		Jas. M. T. Miller	Purchase of beef	4,584 96
September 1	December 31	D. Weston	Services as blacksmith	500 00
September 13	do.	Geo. Megdison	Services as farmer for R. River Indians	300 00
July 1	do.	M. Davenport	Services as clerk	600 00
August 1	November 9	Robert Hill	Services as farmer for Umpqua tribe	274 65
May 16	December 31	John G. Tower	Services as physician	937 50
October 7	do.	Josiah Cooper	Services as carpenter	330 00
	do.	S. M. Black	Services as farmer for Umpquas	125 00
October 1	do.	J. R. Sites	Services as hospital steward	250 00
November 10	do.	R. Hill	Superintendent of farming	212 50
May 1	do.	J. W. McCullough	Services as carpenter	1,025 00
		B. Jennings	Licensed trade for goods purchased	823 05
		B. Simpson	do.	544 62

* This account was for services rendered and for provisions furnished to a party of Rogue River Indians brought in by order of late Sup't Hedges.

† This account was for taking care of and for provisions furnished to a party of Rogue River Indians who were brought in by order of late Sup't Hedges.

B—Continued.

Date of purchase or service.		To whom due.	For what due.	Amount.
Commencing.	Ending.			
October 1.....	December 31.....	W. E. B. Levy.....	Services as commissary.....	\$150 00
July 31.....	.....do.....	A. M. Parrish.....	Services as assistant commissary.....	195 00
September 3.....	September 26.....	W. E. B. Levy.....	Services on Umpqua farm.....	40 31
December 1.....	December 31.....	Alex. Morrison.....	Services in saw-mill.....	65 00
Due B. Jennings and B. Simpson, traders, for goods to pay Indian employes at Grande Ronde reservation.....				\$6,647 61
				16,009 83
		Total.....		72,657 54

I certify, on honor, that the above statement is correct and true; and I believe that it embraces all the accounts made by me, and now outstanding and due from the United States, on account of the Indian services at the Grande Ronde reservation, in Oregon Territory, from the 1st day of May to the 31st day of December, 1857, inclusive.

JOHN F. MILLER, Indian Agent.

C.

Statement of liabilities in the Indian service in Oregon from May 1, 1857, to December 31, 1857, and showing the amount of deficiency in the Indian service in Oregon for the fiscal year ending June 30, 1858.

Estimate of liabilities contracted by R. B. Metcalfe, Indian agent, Siletz agency, as per his statement....	\$111,420 35
Estimate of liabilities contracted by John F. Miller, Indian agent, Grande Ronde, as per his statement...	72,657 54
Estimate by the superintendent of liabilities contracted by A. P. Dennison, Indian agent, Dalles, O. T.....	10,000 00
Estimate by the superintendent of liabilities contracted by Sub-Agent E. P. Drew, Umpqua city, O. T.....	10,000 00
Liabilities in Oregon from May 1 to December 31, 1857	204,077 89
Received, January 15, 1858, remittances applicable to general purposes in Oregon, exclusive of treaties....	40,000 00
Deficit on the 31st December, 1857, over and above remittances on hand.....	164,077 89
Amount estimated for by superintendent, November 1, 1857, for the first and second quarters 1858, ending June 30, 1858	217,875 00
Balance in treasury now applicable to first and second quarters, 1858.....	19,707 75
Amount of deficiency in first and second quarters of 1858	198,167 25
Add deficiency from May 1 to December 31, 1857, as above stated.....	164,077 89
Total deficiency for the fiscal year ending June 30, 1858	362,245 09

J. W. NESMITH,

Sup't Indian Affairs, O. and W. Territories.

OFFICE SUP'T IND. AFFAIRS,

Salem, Oregon, January 19, 1858.

NOTE.—The above reports of agents show the *balance actually due after disbursing all the funds that had been received prior to the remittance received on the 15th instant. The funds received prior to that date were divided among the different agents in proportion to the expenses of their respective agencies.*

OFFICE SUPERINTENDENT INDIAN AFFAIRS,

Salem, Oregon, January 19, 1858.

SIR: I deem it proper to call your attention to the financial embarrassments of the Indian department within this Territory. The

debts outstanding and unpaid, contracted since the first of May last, to the 31st December, amount in the aggregate to \$204,077 89, and I estimated the expenses of the remainder of the fiscal year at \$217,875; making a total of funds necessary to defray the expenses of the department within this Territory, for the present fiscal year, amount to \$421,952 89, exclusive of treaty purposes. To defray this heavy expenditure there is now but \$40,000 in my hands, and an undrawn balance of the appropriation of last year remaining in the treasury of \$19,705 75. After expending the funds now in my hands, as well as the entire remainder of the appropriations, the probable deficiency on the 1st of July next will be \$362,245 09. Under this state of facts, and in view of the uncertainty of a speedy appropriation by Congress to meet the heavy indebtedness, as well as that to accrue during the remainder of the fiscal year, I am compelled to urge upon you the necessity of every possible expedient to retrench the expenses of the service within your district. Until further advised you are directed to suspend all manner of improvements upon the reservations, and to discharge all persons employed by you, whose services are not absolutely and indispensably necessary to conduct the current business of your agency and to protect the public property under your charge.

You are strictly enjoined not to make any disbursements, or contract any liabilities beyond what may be necessary for the maintenance of peace and the preservation of the lives of the Indians under your charge.

On receipt of this, you will please communicate to me in what particular you can curtail your present expenses.

Very respectfully, your obedient servant,

J. W. NESMITH,

Superintendent Indian Affairs, O. and W. T.

Copies sent each to—

Agent J. F. MILLER, *Grande Ronde.*

Agent B. B. METCALF, *Siletz,*

A. P. DENNISON, *Dalles.*

Sub-Agent E. P. DREW, *Umpqua City.*

Sub-Agent W. W. RAYMOND, *Tillamook, O. T.*

WASHINGTON CITY, *March 15, 1858.*

SIR: Understanding, from your conversation in relation to the estimates of Col. Thomas J. Henley, superintendent of Indian affairs in California, for the year ending 30th June, 1859, that the Secretary of the Interior raised objections thereto, on account of the largeness of the sums asked for, and that he based his views upon the explanations attached to the estimates, particularly to the remark that "the reservations having been put in successful operation," &c.

In answer to this, I would respectfully state that the reserves are in "successful operation" only for the Indians now located thereon. Not for those whose removal is contemplated, although it is expected that the crops of the present year will be ample for the subsistence of

the Indians whose removal is estimated for, or that can be removed during the present season. Again, the Mendocino reservation, to which most of the Indians are to be removed, is yet in its infancy, and necessarily requires the expenditure of considerable money in the purchase of farming and agricultural implements, subsistence, clothing, &c. Also, for the erection of suitable buildings or quarters for the support and protection of the Indians that are to be removed to this reserve.

It is intended, if funds are provided for the purpose, to remove the Indians from the Fresno and King's River Indian farms to Mendocino this spring and summer, and abandon those points, thereby decreasing very materially the expenses of the service in California in future.

In this connexion I would state, in reply to your interpretation of the circular enclosed in Colonel Henley's letter of 24th November last, reducing the pay of employes on reservations in California, that it was, and is, the intention of Superintendent Henley, when retrenchment in any branch of the service under his control is practicable, to act up to it, at the same time to make the compensation such as to secure the services of good men to the department; such as are capable instructors and will exercise a moral and beneficial influence over the Indians, thus keeping in view the interests of the service and a proper economy in his disbursements.

The amount asked in the annual estimates for pay of employes should not, therefore, be reduced on account of the letter referred to, as in the removal of the Indians heretofore mentioned more men must necessarily be employed than there are at present, to act as guards, teamsters, guides, interpreters, &c., during the removal.

Very respectfully, your obedient servant,

THOMAS P. MADDEN,
Clerk to Superintendent.

CHARLES E. MIX, Esq.,
Acting Commissioner Indian Affairs.

DEPARTMENT OF THE INTERIOR,
Office Indian Affairs, February 22, 1858.

SIR: Referring to report from this office of the 2d October last, accompanying estimates for the fiscal year ending 30th June, 1859, I have to submit the additional estimates therein alluded to, for the Indian service in California, in the Territories of New Mexico, Oregon, and Washington, and the State of Texas, with certain miscellaneous items more specifically described therein.

It will be perceived that the estimates now submitted exceed, generally, the appropriations made for similar objects and purposes for the fiscal year ending 30th June, 1858; the necessity for this excess on the estimate being explained by the statements embraced in the letters of the superintendents, copies of which accompany the estimate; and in this connexion I have to remark, that in view of the great increase and extension of our Indian relations, and the increased expenses that may necessarily be anticipated in the further develop-

ment of the policy adopted by the department, of concentrating the Indians upon reservations, it will doubtless require all the appropriations asked for.

It may be proper to remark, also, in this connexion, that although the excess on certain items has arisen to meet the demands consequent upon carrying into effect the policy above alluded to, that the aggregate amount asked for the ensuing fiscal year is less by half of a million of dollars than was appropriated for the service for the fiscal year ending 30th June, 1858.

I have the honor to be, very respectfully, your obedient servant,
CHARLES E. MIX, *Acting Commissioner.*

Hon. J. THOMPSON,
Secretary of the Interior.

Annual estimate of funds necessary to comply with treaty stipulations for the year commencing July 1, 1858, for the Washington and Oregon Territory superintendency.

<i>Calapooias, Molala, and Klackamas Indians of Willamette valley.</i>		
For fourth of five instalments of annuity for beneficial objects, per 2d article of treaty, January 10, 1855.....	\$10,000 00	
For fourth of five instalments for pay of physician.....	1,500 00	
For fourth of five instalments for pay of farmer.....	1,000 00	
For fourth of five instalments for pay of teachers.....	2,000 00	
For fourth of five instalments for pay of blacksmith.....	1,200 00	
		\$15,700 00
<i>Nisqually, Puyallup, and other tribes and bands of Indians.</i>		
For fulfilling the articles negotiated December 26, 1854, with certain bands of Indians of Puget's Sound, Washington Territory, to wit:		
For fourth instalment in part payment for relinquishment of title to lands, to be applied to beneficial objects, per 4th article treaty December 26, 1854.....	3,000 00	
For fourth of twenty instalments for pay of teachers.....	1,000 00	
For fourth of twenty instalments for pay of blacksmith.....	1,200 00	
For fourth of twenty instalments for pay of physician.....	1,500 00	
For fourth of twenty instalments for pay of carpenter.....	1,200 00	
For fourth of twenty instalments for pay of farmer.....	1,000 00	
For fourth of twenty instalments for pay of assistant farmer....	800 00	
		9,700 00
<i>Shasta, Scotoon, and Umpqua Indians.</i>		
For fourth of fifteen instalments of annuity, to be expended as directed by the President, per 3d article treaty November 18, 1854.....	2,000 00	
For fourth of fifteen instalments for pay of farmer, per 5th article treaty November 18, 1854.....	1,000 00	
For fourth of five instalments for support of two smiths and smiths' shops, per fifth article treaty November 18, 1854.....	3,800 00	
For fourth of five instalments for pay of physician, medicines, and expenses of care of the sick, per 5th article treaty November 18, 1854.....	2,000 00	
For fourth of fifteen instalments for pay of teachers and purchase of books and stationery, per 5th article treaty November 18, 1854.....	2,500 00	
		10,500 00

ANNUAL ESTIMATE—Continued.

<i>Rogue River Indians.</i>		
For fifth of seven instalments in blankets, clothing, farming utensils, and stock, per 3d article treaty September 10, 1854.....	.....	\$2,500 00
<i>Umpqua, (Cow Creek band.)</i>		
For fifth of twenty instalments in blankets, clothing, provisions, and stock, per 3d article of treaty September 19, 1853.....	.....	550 00
<i>Umpqua and Calapooia Indians of Umpqua valley.</i>		
For fourth of five instalments of annuity for beneficial objects, to be expended as directed by the President, per third article treaty November 29, 1854.....	\$3,000 00	
For fourth of ten instalments for pay of blacksmith, and furnishing shop, per 6th article treaty November 29, 1854.....	1,500 00	
For fourth of fifteen instalments for the pay of a physician and purchase of medicines, per 6th article treaty November 29, 1854.....	2,000 00	
For fourth of ten instalments for the pay of a farmer, per 6th article treaty November 29, 1854.....	1,000 00	
For fourth of twenty instalments for the pay of a teacher and purchase of books and stationery, per 6th article treaty November 29, 1854.....	1,500 00	
		9,000 00
		47,950 00

RECAPITULATION.

Calapooia, Molala, and Klackamas Indians of Willamette valley.....	\$15,700 00
Nisqually, Puyallup, and other tribes and bands of Indians.....	9,700 00
Shasta, Scoton, and Umpqua Indians.....	10,500 00
Rogue River Indians.....	2,500 00
Umpqua, (Cow Creek band).....	550 00
Umpqua and Calapooia Indians of Umpqua valley.....	9,000 00
Forty-seven thousand nine hundred and fifty dollars.....	47,950 00

OFFICE SUPERINTENDENT INDIAN AFFAIRS,
Salem, Oregon, September 1, 1857.

SIR: Enclosed I have the honor to submit my annual estimates for the fiscal year commencing on the 1st of July, 1858.

As you will observe, these estimates are of two classes, one for fulfilling treaty stipulations, amounting to forty-seven thousand nine hundred and fifty dollars, and the other for objects not provided for by treaty stipulations, amounting to four hundred and eighty-four thousand seven hundred dollars, making the aggregate amount estimated for the year five hundred and thirty-two thousand six hundred and fifty dollars.

By reference to former appropriations for treaty purposes, you will observe that I have included larger amounts for compensation of smiths, teachers, physicians, farmers, and other employés, provided for by treaty stipulations, than have heretofore been made. I find this necessary, as competent persons cannot, and have not been found who would render the services for the amounts appropriated, rendering it necessary to make up the deficiency in their compensation out of some other fund. In relation to the amount for purposes not provided for by treaty stipulations, I have only to say that it is much lower than that different agents have required by their respective estimates. The amount estimated for will be absolutely necessary for the relief of the most urgent wants of the Indians within this superintendency, and is based upon the supposition that hostilities will not be again resumed.

In the event that the Indians do again become hostile, (of which there are many indications,) a much larger amount will be required.

I desire to call your attention particularly to the items for erection and completion of mills at the Siletz and Grande Ronde reservation. If my requisitions are answered, large crops will be put in at those points; the wheat raised will be useless without mills with which to manufacture it into flour.

With reference to the treaties which have been made with different tribes in the two Territories, which remain unratified, I desire to say that, if those treaties are ratified, additional appropriations will be required for their execution, and would respectfully refer you to the estimate made for that purpose by late Superintendents Stevens and Hedges, and submitted to Congress in the supplemental estimates of the Indian service by Hon. R. McClelland, on the 16th of January last.

Very respectfully, your obedient servant,

Sup't Indian Affairs, Oregon and Washington Territories.

Hon. J. W. DENVER,

Commissioner Indian Affairs, Washington City, D. C.

The letter of which this is a copy, was received from Superintendent Nesmith, without signature, but it is known to be his production.

Annual estimates required and necessary for the service of the Indian department in Oregon and Washington Territories for the year commencing July 1, 1858, and not provided for by treaty stipulations.

<i>Umpqua sub-agency.</i>		
For partial subsistence of Indians.....	\$10,000 00	
For clothing for Indians	5,000 00	
For incidental expenses.....	1,500 00	\$16,500 00
<i>Siletz or Coast reservation.</i>		
For partial subsistence of Indians.....	50,000 00	
For purchase of clothing for Indians	20,000 00	
For pay of necessary employes in opening farms, putting in crops, &c.....	5,000 00	
For erection of flour and saw mills.....	10,000 00	
For erection of houses for Indians	4,500 00	
For incidental expenses	8,000 00	97,500 00
<i>Grande Ronde reservation.</i>		
For partial subsistence of Indians.....	40,000 00	
For purchase of clothing for Indians	15,000 00	
For pay of necessary expenses of employes in opening farms, putting in crops, &c	5,000 00	
For completion of flour mill.....	5,000 00	
For erection of houses for Indians	4,000 00	
For incidental expenses	6,500 00	75,500 00
<i>Tillamook sub-agency.</i>		
For partial subsistence of Indians.....	4,000 00	
For presents of clothing for Indians	2,500 00	
For incidental expenses	1,200 00	7,700 00
<i>For Indians in Oregon, east of the Cascade mountains.</i>		
For partial subsistence of Indians.....	22,000 00	
For necessary clothing for Indians	10,000 00	
For pay of necessary employes in opening farms, fencing, and putting up buildings.....	10,000 00	
For incidental expenses	3,500 00	45,500 00
<i>For Indians in Washington Territory, east of the Cascade mountains.</i>		
For partial subsistence of Indians	20,000 00	
For necessary clothing for Indians	8,000 00	
For pay of necessary employes	4,000 00	
For contingent expenses.....	8,000 00	35,000 00
<i>For Indians in Washington Territory, west of the Cascade mountains.</i>		
For partial subsistence of Indians.....	60,000 00	
For necessary clothing for Indians.....	25,000 00	
For pay of necessary employes	6,000 00	
For pay of contingent expenses.....	8,000 00	99,000 00

ANNUAL ESTIMATES—Continued.

Brought forward.....	.....	\$376,700 00
<i>For general expenditure of the service.</i>		
For salary of superintendents, three agents, three sub-agents, and fourteen special and local agents.....	\$27,000 00	
For salary of twelve interpreters	6,000 00	
For general incidental expenses of the Indian service in Oregon and Washington Territories, including insurance and transpor- tation of annuity goods and presents, office rent, clerk hire, fuel and stationery, pay of express messenger and travelling expenses of superintendent, agents, and sub-agents.....	50,000 00	
		83,000 00
For adjusting difficulties and preventing outbreaks among the Indians in Oregon and Washington Territories.....	.....	25,000 00
Total.....		484,700 00

RECAPITULATION.

Umpqua sub-agency.....	\$16,500 00
Siletz or Coast reservation.....	97,500 00
Grande Ronde reservation	75,500 00
Tillamook sub-agency	7,700 00
For Indians in Oregon, east of the Cascade mountains	45,500 00
For Indians in Washington Territory, east of the Cascade mountains.....	35,000 00
For Indians in Washington Territory, west of the Cascade mountains	99,000 00
For general expenditures of the Indian service in the Territories of Oregon and Washington.....	83,000 00
For adjusting difficulties and preventing outbreaks among the Indians in the Territories of Oregon and Washington.....	25,000 00
Total.....	484,700 00

J. W. NESMITH,
Superintendent of Indian Affairs, O. and W. T.

OFFICE SUPERINTENDENT INDIAN AFFAIRS,
San Francisco, California, September 4, 1857.

SIR: I have the honor to submit the following estimate for funds necessary to defray the expenses of the Indian service in California for the fiscal year commencing July 1, 1858:

For pay of superintendent and three Indian agents, (in regular estimates).....	\$13,000 00
For pay of three sub-agents, (in regular estimates).....	4,500 00
For pay of clerk to superintendent, (in regular estimates).	2,500 00
For general incidental expenses, including travelling expenses of superintendent, agents, &c.....	20,000 00
For removal and subsistence of Indians and pay of physicians, smiths, mechanics, and laborers at the reservation.....	260,000 00
	<hr/>
	300,000 00
	<hr/>

Very respectfully, your obedient servant,

THOMAS J. HENLEY,
Superintendent Indian Affairs.

P. S. *Explanation.*—The reservations having been put in successful operation, it now becomes necessary to provide suitable means for the removal of the Indians. Those already located on the reservations number about 12,000, leaving, according to my report of last year, about 50,000 yet unprovided for. That portion of the appropriation for the year ending June 30, 1857, yet unexpended, together with that of the present year, will be sufficient for the removal of about 10,000, leaving still 40,000 scattered through the mountains, the mines and the agricultural portions of the State.

The sums estimated for above will sustain the reservations and leave \$100,000 to be applied exclusively to removal. This will add to the number now on the reserves as many as can be provided for by the crops of next year.

The cost of removing Indians cannot be correctly estimated. The transportation will be by land and water, and the average distance about two hundred miles. It has heretofore cost about ten dollars per head. The necessity for the removal here estimated for is very pressing, as well for the promotion of the peace of the country as to save the Indians from almost entire extermination.

Respectfully, your obedient servant,

THOMAS J. HENLEY,
Superintendent Indian Affairs.

Hon. J. W. DENVER,

Commissioner Indian Affairs, Washington City, D. C.

WASHINGTON CITY,
January 8, 1858.

SIR: I have the honor to submit the sum of one hundred and fifty thousand dollars (\$150,000) as the amount necessary for the general incidental expenses of the Indian service in the Territory of New Mexico, presents in goods, agricultural implements, and other useful articles, and in assisting them to locate in permanent abodes, and sustain themselves in the pursuits of civilized life, for the fiscal year ending the 30th of June, 1859.

The excess of this estimate above that of the last fiscal year is intended to cover the cost of inaugurating the policy recommended by the Secretary of the Interior and the Commissioner of Indian Affairs, in colonizing the Indians and confining them to small agricultural districts, locating the reserves, surveying and fixing monuments and permanent works upon the lines, building agencies for the use of the agents, at least four of which will be required—one for the Navajoes, one for the Atehs, and two for the Apeehs. Blacksmiths, carpenters, and farmers will be required at each of the agencies, with animals to assist the Indians in planting. The expense of feeding the Indians during their removal, and until they can be made to support themselves by labor, is intended to be included in the above sum.

Very respectfully, your obedient servant,

J. L. COLLINS,
Superintendent Indian Affairs, New Mexico.

C. E. MIX, Esq.,
Commissioner of Indian Affairs, Washington city.

Annual estimate of funds required for the support of the Indians of Texas, now settled on the Indian reservations on the Main and Clear fork, Brazos river, and expected to settle within the present fiscal year, and for pay of three agents, interpreters, presents, contingencies, &c., for the same, for the fiscal year ending 30th June, 1859.

For amount required for concentrating, subsisting and settling the Indians of Texas at Brazos agency ; for pay of agent, interpreter, presents, contingencies, &c.; for pay of farmers, laborers, blacksmiths, &c., as per Special Agent S. P. Ross' annual estimate.....	\$35,315 90
For amount required for concentrating, subsisting and settling the Camanche Indians at Camanche agency ; for pay of agent, interpreter, presents, contingencies, &c., &c. ; for pay of farmer, laborer, Special Agent Leeper having furnished no estimate.....	18,370 60
For pay of supervising agency and one interpreter, presents to Indians, contingencies, stationery, &c., &c.....	5,000 00
For amount required to purchase iron, steel, and farming utensils, as per Special Agent Ross' estimate,.....	1,468 75
For the maintenance of a school at Brazos agency, pay of teacher, purchase of books, &c.....	1,500 00
Total amount required.....	61,655 25

I certify, on honor, that the above estimate exhibits the amount required for the support of the Indians of Texas for the fiscal year ending 30th June, 1859.

ROBERT S. NEIGHBOURS,
Supervising Agent Texas Indians.

BRAZOS AGENCY, TEXAS,
September 16, 1857.

Annual estimate of funds required at Brazos agency, Texas, for pay of agent, interpreters, presents, contingencies, pay of farmers, laborers, blacksmith, and subsisting the Indians of Texas, actual settlers on Brazos agency, Texas, for the year ending 30th June, 1859.

For pay of one agent, interpreter, presents, contingencies, &c., from 30th June, 1858, to 30th June, 1859..	\$5,000 00
For pay of farmers, laborers, &c.:	
For pay of two farmers from 30th June, 1858, to 30th June, 1859.....	1,000 00
For pay of three laborers from 30th June, 1858, to 30th June, 1859.....	900 00
One blacksmith and armorer from 30th June, 1858, to 30th June, 1859.....	800 00
	<u>2,700 00</u>
For concentrating, subsisting, and settling the Indians, &c.:	
For pay of rations for 1,016 Indians, actual settlers, from 30th June, 1858, to 30th June, 1859, 365 days, at 6 cents.....	23,235 90
Rations for 200 additional Indians, Reechies, Wichitas, &c.....	4,380 00
	<u>27,615 90</u>
Amount required for pay of agent, &c.....	5,000 00
Amount required for pay of farmers, &c.....	2,700 00
	<u>35,315 90</u>
Total amount required.....	<u>35,315 90</u>

I certify, on honor, that the above estimate is correct, and that the sum of \$35,315 90 will be required for the pay of agent, interpreters, presents, contingencies, farming purposes, &c., for the year ending 30th June, 1859.

S. P. ROSS,
Special Agent for Texas Indians.

BRAZOS AGENCY, TEXAS,
September 10, 1859.

Estimate of farming tools, iron, and steel required at Brazos and Camanche agencies, Texas, during the year ending the 30th June, 1859, viz:

	Cost at agency.
10 dozen Collins' axes, at \$18.....	\$180 00
50 dozen cast steel hoes, at \$12.....	600 00
1,200 pounds assorted refined iron, at 15 cents.....	180 00
400 pounds Swedish bar iron, (plough,) at 15 cents...	60 00
600 pounds Swedish slab iron, (plough,) at 15 cents...	90 00
100 pounds shear steel, at 25 cents.....	25 00
100 pounds cast steel, refined, at 40 cents.....	40 00
50 pounds horse-shoe nails, at 37 cents.....	18 75
12 dozen assorted files, at \$6 50.....	75 00
Cost, delivered at Brazos agency.....	1,268 75
Saws, auger, drawing-knives, and chisels.....	200 00
	<hr/> 1,468 75 <hr/>

I certify, on honor, that the above articles are actually necessary for farming purposes, and to make the necessary repairs on farming implements on the two reservations.

S. P. ROSS,
Special Agent for Texas Indians.

BRAZOS AGENCY, TEXAS,
September 16, 1857.

Estimate of funds required at the Camanche agency for the year ending September 30, 1858.

For furnishing flour.....	\$600 00
For furnishing beef.....	14,600 00
For building school house.....	350 00
For building blacksmith shop.....	75 00
For one set blacksmith tools.....	100 00
For repairs to public property.....	500 00
For hire of physician.....	500 00
For hire of teacher.....	500 00
For hire of blacksmith.....	300 00
For pay of labor.....	500 00
For pay of farmer.....	500 00
For pay of interpreter.....	550 00
For pay of agent.....	1,500 00
For contingent funds.....	2,950 00
	<hr/> 23,225 00 <hr/>

M. LEEPER,
Special Indian Agent for Texas..

CAMANCHE AGENCY, September 13, 1857.

UTAH TERRITORY.

OFFICE SUPERINTENDENT OF INDIAN AFFAIRS,
Great Salt Lake City, October 7, 1857.

SIR: In accordance with your regulations, I have the honor of submitting the following estimate for Indian service for the fiscal year ending June 30, A. D. 1859:

Salary of superintendent.....	\$2,000 00
Salary of Indian agent.....	1,500 00
Salary of Indian agent.....	1,500 00
Salary of Indian agent for Carson county.....	1,000 00
Clerk hire.....	1,000 00
Pay of three interpreters, each \$500.....	1,500 00
Expenses of agencies.....	3,000 00
Contingencies—such as necessary expenses going to and from among the Indians as messengers, &c., &c.....	18,000 00
Presents to Indians.....	50,000 00
	<hr/>
	79,500 00
	<hr/>

BRIGHAM YOUNG,

Governor and Ex-officio Sup't of Indian Affairs.

HON. JAMES W. DENVER,
Com'r of Indian Affairs, Washington, D. C.

WASHINGTON, D. C.,
January 13, 1857.

SIR: By my official report of the 26th of July last, you were fully informed of the embodiment and threatening attitude of some twelve thousand of the Sioux nation within my superintendency, during that month, which required the presence of the troops of the United States to awe and disperse. Subsequently, in a communication to the bureau of the 10th of October last, I made known to you that, by reason of the unfavorable prospect of the restoration of quiet among these Indians, and the well founded apprehension of an immediate outbreak, I had not deemed the government funds safe at the agency, and that, consequently, I had caused them to be transported to Fort Ridgely—the only place of deposit within my reach—for safe keeping, under the charge of the commanding officer at that post. In the same communication I informed you of the robbery of \$5,000 of these funds by the soldier under whose guard it was placed, and the subsequent recovery of the same by the arrest of the robber, under a reward of \$500, through the instrumentality, amongst others, of the sheriff at Henderson, Minnesota Territory.

As the department, I am assured, is fully satisfied that the course pursued by me, under the circumstances, in depositing the Indian fund under the guardianship of the military force of the United States at Fort Ridgely, was eminently proper and prudent, I have most respectfully to request your efficient interposition, in the proper manner, to the Congress of the United States, recommending the reimbursement to me of the said reward, paid for the recovery of the money as aforesaid and the apprehension of the culprit.

In the steps taken by me in this matter, in the employment of an express, and my own personal expenses incurred therein, which amounted to about \$150, I have not thought proper to claim reimbursement, preferring to rely entirely upon Congress for such relief therein, if any, as in its judgment may be proper.

I am, with great respect, your obedient servant,

W. J. CULLEN,

Sup't Indian Affairs Northern Superintendency.

CHARLES E. MIX, Esq.,

Commissioner of Indian Affairs, ad interim.

WASHINGTON, D. C.

January, 13, 1858.

SIR: I beg leave to call your attention to the provision of the treaty between the United States and the Mississippi Chippewa Indians, ratified on the 7th day of April, A. D. 1855, which appropriates \$15,000 for opening a road from Crow Wing to Leech lake, to be expended under the direction of the Commissioner of Indian Affairs.

Of the sum so appropriated, I am informed \$13,000 has already been expended in conformity with the said provision, and consequently \$2,000 still remain applicable to this object.

From the character of the country through which the road passes, alternating with extensive marshes and lofty hills, the expenditure already made has been insufficient for the purposes intended, and the cost of transportation of goods and provisions to Leech lake, as required by the 5th article of said treaty, has been so great as to have almost compelled the distribution of the same heretofore at Crow Wing, seventy-three miles. By reason of the complaints of the Pillegar and Lake Winnibegoshish bands, residing in the vicinity of Leech lake, the provision of the treaty above recited was for the first time complied with during the past year, and at an enormous cost.

I, therefore, have respectfully to request that the attention of Congress, through your department, may be called to the necessity of a further appropriation, for the repair and completion of the said road of seventy-three miles from Crow Wing to Leech lake.

The most moderate estimate of the sum required for this purpose, in addition to the \$2,000 already applicable thereto, is \$8,000. These sums, carefully and economically applied, will put the road in a good condition, and I am satisfied that the whole amount will be speedily reimbursed to the government in the saving it will effect in the cost of transportation.

I will further add, that from the desirable character of the country in the vicinity of the terminus of this road, a large immigration is confidently anticipated, which will necessarily pass over it to the Otter Tail city land office, which has lately been established in that region of country.

I am, sir, with great respect, your obedient servant,

W. J. CULLEN,

Sup't Indian Affairs, Northern Superintendency.

CHARLES E. MIX, Esq.,

Commissioner of Indian Affairs, ad interim.

"In explanation of the estimate for miller and assistant and engineer and assistant, I would remark, that by the seventh article of the treaty of the 15th March, 1854, it is agreed that 'the United States will erect for said confederate tribes at their new home a grist and saw-mill, and keep the same in repair, and provide a miller for the term of ten years.' As it has been deemed best to erect for said tribes a steam mill, the necessity, therefore, exists for an engineer and assistant and miller and assistant, until the Indians themselves have had sufficient experience, in the opinion of the agent, to tend such mill, when the services of all, except the engineer, can be dispensed with; for it must be obvious to any one that it is utterly impossible for one miller to attend a grist and saw mill and run a steam engine.

"Should the opinion of the department, after due consideration, and a liberal construction of the seventh article of the treaty above referred to, be adverse to submitting the necessary estimates to Congress for these objects, I would respectfully suggest the propriety of deducting the requisite amount from their annuities."

SAINT JOSEPH, *July 20, 1857.*

SIR: In reply to so much of your letter of the 18th March last as relates to the smith shops of the Ottoes and Missourias, I have to state that I found neither smith nor tools, and but a frame of a shop. From investigation, I learn that the tools were carried off (from the Indian statements) by the Kaws during the absence of the Ottoes on their hunt; by which men I learnt that the Ottoes themselves had appropriated the tools to their own purposes. But as there seems to have been no accountability on either side, as provided under their treaty of the 15th March, 1854, I can arrive at no definite conclusion. The lamentable fact exists that they are without a shop, tools, or smith, to them a great deprivation; and, until they are furnished them, the means in my hands to carry them on cannot be disbursed.

I therefore respectfully submit the following estimate:

To complete shop for smith.....	\$50 00
Tools for shop.....	200 00
House for smith.....	200 00
	<hr/>
	450 00
	<hr/>

I earnestly entreat the consideration of the department to these facts.

Very respectfully, your obedient servant,

WM. W. DENNISON,
U. S. Indian Agent.

A. CUMMING, Esq.,
Sup't Indian Affairs, St. Louis, Mo.

NOTE.—The increased estimate for house for smith arises from the fact that an entire new house will have to be built, as the old one, which could have been repaired for \$200, has been destroyed by the Indians.

WASHINGTON, D. C.,
January 18, 1858.

SIR: Referring to my letter of the 20th July last, submitting estimate for building a house for the farmer for the Ottoes and Missourias to reside in, I have the honor to submit the following additional estimate for dwellings for the miller, blacksmith, and engineer, which, in my opinion, is provided for by the seventh article of the treaty of 15th March, 1854.

For the erection of suitable buildings as residences for
miller, blacksmith, and engineer..... \$1,500 00

Should there be no fund applicable to this purpose, I would respectfully suggest that the necessary estimate for the same be made to Congress.

Very respectfully, your obedient servant,
WM. W. DENNISON,
U. S. Indian Agent.

CHAS. E. MIX, Esq.,
Acting Commissioner Indian Affairs.

WASHINGTON, January 16, 1858.

SIR: I have the honor to suggest the propriety of causing to be erected suitable buildings for the accommodation of the employes of the Omaha agency, viz: Blacksmith, farmer, and miller.

There are no buildings for this purpose at the agency, with the exception of a temporary building for farmer and blacksmith, and blacksmith shop, which Agent Vanderslice caused to be built at a total cost of \$750, and this sum was paid out of the appropriation for relief of the Omahas.

If there are no funds applicable, I would respectfully recommend that the sum of \$1,500, which I think will be sufficient for the purpose, be estimated for.

I am, very respectfully, your obedient servant,
J. B. ROBERTSON,
United States Indian Agent.

Hon. C. E. MIX,
Acting Commissioner of Indian Affairs.

Extract from a letter of J. B. Robertson to the Commissioner of Indian Affairs, dated January 14, 1858.

"My reason for submitting the above estimates for a miller and assistant, and engineer and assistant, are, as it is contemplated to furnish the Indians steam mills, that it would be impossible for one miller to run the same; but by a liberal construction of the eighth article of the treaty of March 16, 1854, I trust the necessary appropriation may be made for the purpose designated."

O.

WASHINGTON, D. C., *January 14, 1858.*

SIR: By letters received from the postmaster at Decatur, Nebraska Territory, and others, I am informed that my agency building, together with all my furniture and official papers, was destroyed by fire on the 19th ultimo. I am not aware of the cause of the fire, but presume it was accidental. I will, however, investigate the matter and report the facts to the department.

In view of this catastrophe, I have the honor to recommend, for your consideration, an estimate of \$2,500, to be used in erecting suitable buildings. The building which was consumed cost \$1,250, a sum totally inadequate, when you consider the high cost there of labor and materials, to provide a comfortable agency house, office, and stable.

The office would be quite a convenience to the agent, and the stable is absolutely necessary.

Very respectfully, your obedient servant,

J. B. ROBERTSON, *U. S. Indian Agent.*

Hon. CHARLES E. MIX, *Acting Com. of Indian Affairs.*

P.

DEPARTMENT OF THE INTERIOR,

Office Indian Affairs, February 10, 1858.

SIR: Your letter of the 2d instant, advising that, on the settlement of the accounts of J. Pilcher, late superintendent, &c., the sum of \$400, due Baptiste Lassallier, under the treaty of 1837 with the Winnebagoes, was paid to John H. Kinzie, as his agent, and the amount charged to J. Fleming, commissioner, "till he furnish Kinzie's authority to receive," &c., has been received.

I have further to request that you will inform this office upon what ground J. Fleming, commissioner, was charged with the amount due Lassallier, and what steps have been taken to recover the sum so charged.

Very respectfully, your obedient servant,

CHARLES E. MIX, *Acting Commissioner.*

T. J. D. FULLER, Esq., *Second Auditor, Treasury.*

Q.

TREASURY DEPARTMENT,

Second Auditor's Office, February 11, 1858.

SIR: In reply to your letter of the 10th instant, concerning the payment of the claim of Baptiste Lassallier, a Winnebago half-breed, (\$400) to John H. Kinzie, &c., &c., I have to say that said sum was charged to J. Fleming, jr., commissioner, because he reports, on the roll of payment to the Winnebagoes, "John H. Kinzie to be the agent of the claim," and no evidence of that fact accompanies the roll. Mr. Fleming was informed of the charge made against him, and the reason for making it, to which no reply appears to have been received, nor does it appear that anything further has taken place in regard to it.

Very respectfully, your obedient servant,

T. J. D. FULLER, *Second Auditor.*

CHARLES E. MIX, Esq., *Acting Commissioner, &c., &c.*

H. Ex. Doc. 93—6

R.

WASHINGTON CITY, *February 16, 1858.*

SIR: The question is not yet settled whether you will allow a deputation of Indians from New Mexico to visit Washington and other portions of the United States.

The Hon. Secretary of the Interior, in a conversation had with him on the subject, stated that he did not wish the Indians, on another occasion, to visit Washington during the session of Congress—at any rate, not at the commencement of the session. To avoid this the Indians should leave New Mexico early in the spring, say by the 1st of April. This would allow them time to make the tour of the United States, or the principal cities, in time to return in the fall of the same season. It will, therefore, be too late to start them in the present spring, especially since it requires an appropriation to defray the expense, which has to be got through the present session.

Preparation may, however, in the meantime, be made to get them off early the following spring, for I apprehend there will be no objection to the appropriation, if asked by the Secretary and the Commissioner.

The delegation should be selected with a view to have all the bands, as far as may be possible, represented.

There should, therefore, be about 10 Navajoes, among them two or three women, as their statements would be more likely to be received with credence by their people at home.

There should be about eight Utahs and ten Apaches, with some seven or eight Pueblos.

It will be necessary to have interpreters for the Navajoes and Utahs.

I would respectfully recommend Agent Steck as the most suitable agent to take charge of the Indians; and if more than one agent should be deemed necessary, I would name Agent Yost as the other. It is proper to mention that it will require a small escort of troops to secure the delegation against the Indians of the plains, with whom and the Indians of New Mexico there has for a long time existed a state of war.

I find it somewhat difficult to make an estimate of the probable cost of bringing in the Indians as proposed. The party, including agents and interpreters, will consist of some forty persons. It will require one, if not two, baggage wagons. The Indians will, of course, furnish their own riding animals. To make the trip it will require seven or eight months, say from first of April until the last of October or November.

In view of this, I respectfully submit the sum of twenty thousand dollars as the sum necessary. This will not be above the amount required—indeed, it is thought by the delegate, Mr. Otero, to be below rather than above the amount required.

Very respectfully, your obedient servant,

J. L. COLLINS,
Super't Indian Affairs, New Mexico.

HON. C. E. MIX,
Com. Indian Affairs, Washington City.

S.

HOUSE OF REPRESENTATIVES,
Washington, January 21, 1858.

SIR: Colonel Nesmith, superintendent of Indian affairs for the Territories of Oregon and Washington, has urged an appropriation for making treaties with the Indian tribes in the settlements and the neighborhood of the Coquille mines, to which I desire to call your particular attention, and for the full particulars of which I will refer you to his annual report and estimates. It is, in my judgment, very important that an appropriation should be at the disposal of the department, and that the superintendent should be clothed with authority to make the treaties whenever, in his judgment, the public exigencies and the good of the Indians may require it.

The Indian tribes to whom I refer are all the tribes with whom no treaties have been made in Washington Territory. These Indians have frequently, the last two years, expressed a desire to treat, and circumstances may arise when the public safety may require it. I think that the estimate of Colonel Nesmith—viz: twenty thousand dollars—should not be reduced.

I am, very respectfully, your most obedient servant,

ISAAC I. STEVENS.

CHARLES E. MIX, Esq.,

Acting Comm'r Indian Affairs, Washington.

N. B.—I find that Colonel Nesmith submitted no estimate in connexion with his recommendation, and my impression in reference to the amount was derived from conversation with Colonel Nesmith, in August last. I am satisfied that twenty thousand dollars, at least, should be appropriated.

T.

HOUSE OF REPRESENTATIVES,
Washington, February 18, 1858.

SIR: We would respectfully recommend that Congress be asked to appropriate thirty thousand dollars to defray the expenses of bringing a delegation of Indian chiefs from the Territories of Oregon and Washington to the States; the object being to take them to the principal cities, and all great routes of travel, to the end that they may take back to the Indian tribes accurate information of the strength, resources, and friendly disposition of our government and people.

We are of opinion that ten chiefs should be taken from each Territory, making twenty in all, and that fifteen hundred dollars per chief, or an aggregate sum of thirty thousand dollars for the twenty chiefs, will be the least sum which will enable the service to be performed.

We are, sir, very respectfully, your most obedient servants,

JOSEPH LANE,
ISAAC I. STEVENS.

HON. CHARLES E. MIX,

Acting Com'r Indian Affairs, Washington, D. C.

*Additional estimate of funds required for the service of the Indian
June 30,*

Number of estimate.	Authority.	Objects and purposes for which required.
		<i>Fulfilling the articles negotiated January 22, 1855, with certain bands of Calapooias, Molala, and Clackamas Indians of Willamette valley.</i>
1	Stat. at Large, vol. 10, p. 1145, sec. 3.	Fourth of five instalments for pay of physician, teacher, blacksmith, and farmer, 3d article treaty of January 22, 1855. <i>Nisqually, Puyallup, and other tribes and bands of Indians.</i>
	Stat. at Large, vol. 10, p. 1134, sec. 10.	Fourth of twenty instalments for pay of instructor, smith, physician, carpenter, farmer, and assistants, if necessary, 10th article treaty of December 26, 1854. <i>Fulfilling treaty negotiated November 18, 1854, with certain bands of Chasta, Scoton, and Umpqua Indians.</i>
	Stat. at Large, vol. 10, p. 1123.	Fourth of fifteen instalments for pay of a farmer, per 5th article treaty November 18, 1854 ----- \$400 00
	Do.	Fourth of ten instalments for pay of a physician, medicines, care of sick, &c., per same article... 440 00
		<i>Umpqua and Calapooia Indians, of Umpqua valley.</i>
	Stat. at Large, vol. 10, p. 1127, sec. 6.	Fourth of ten instalments for the pay of a blacksmith, and furnishing shop, per 6th article treaty November 29, 1854 ----- 440 00
	Do.	Fourth of fifteen instalments for the pay of a physician, and purchase of medicines, per same article 1,000 00
	Do.	Fourth of ten instalments for the pay of a farmer, same article ----- 400 00
	Do.	Fourth of twenty instalments for the pay of a teacher, and purchase of books and stationery... 750 00
2	-----	For the general incidental expenses of the Indian service in the Territory of Oregon, including insurance and transportation of annuities, goods, and presents, and office and travelling expenses of the superintendent, agents, and sub-agents.
3	-----	For adjusting difficulties and preventing outbreaks among the Indians in the Territory of Oregon.
4	-----	For defraying the expenses of the removal and subsistence of Indians in Oregon Territory to the reservations therein, aiding them in procuring their own subsistence, purchase of provisions and presents, compensation of laborers and other employes.
5	-----	For the general incidental expenses of the Indian service in the Territory of Washington, including insurance and transportation of annuities, goods, and presents, and office and travelling expenses of the superintendent, agents, and sub-agents.
6	-----	For adjusting difficulties and preventing outbreaks among the Indians in Washington Territory.
7	-----	For defraying the expenses of the removal and subsistence of the Indians in Washington Territory to the reservations therein, aiding them in procuring their own subsistence, purchase of provisions and presents, and compensation of laborers and other employes.

SUPPLEMENTAL ESTIMATES FOR INDIAN SERVICE.

85

department during the fiscal year commencing July 1, 1858, and ending 1859.

Am't required.	Remarks.
\$3,440 00	These amounts, now estimated for on account of treaty stipulations with Indian tribes in the Territories of Washington and Oregon, are in addition to what has been already asked for in the regular estimates.
2,200 00	For the reasons which have induced this increase of estimates on these accounts, the copy of estimate of superintendent Nesmith, marked A, with the copy of his letter of September 1, 1857, marked B, herewith, is referred to.
840 00	
2,590 00	
59,700 00	For the estimates embraced in Nos. 2, 3, 4, 5, 6, and 7, reference is made to the estimates of Superintendent Nesmith, marked C, and his letter, marked B, of September 1, 1857, for explanation as to the wants of the Indian service in Oregon and Washington for the several amounts asked for, and the necessity for their appropriation by Congress.
12,500 00	
222,000 00	
36,000 00	
12,500 00	
123,000 00	

ADDITIONAL ESTI

Number of estimate.	Authority.	Objects and purposes for which required.
8	-----	For the general incidental expenses of the Indian service in California, including travelling expenses of the superintendent, agents, and sub-agents.
9	-----	For defraying the expenses of the removal and subsistence of Indians of California to the reservations in that State, and for pay of physicians, smiths, mechanics, and laborers, at the reservations. For the general incidental expenses of the Indian service in New Mexico, presents of goods, agricultural implements, and other useful articles, and to assist them to locate in permanent abodes and sustain themselves by the pursuit of civilized life, to be expended under the direction of the Secretary of the Interior.
10	-----	For compensation of three special agents and three interpreters for the Indian tribes of Texas, and for purchase of presents.
11	-----	For the expenses of colonizing, supporting, and furnishing agricultural implements and stock for the Indians in Texas.
12	-----	For the maintenance of a school at Brasos agency, pay of a teacher, purchase of books, &c.
13	-----	For the general incidental expenses of the Indian service in the Territory of Utah, presents of goods, agricultural implements, and other useful articles, including travelling expenses of the superintendent, agents, clerk hire, &c. <i>Fulfilling treaties with the Senecas of New York.</i>
14	Stat. at Large, vol. 9, p. 35, sec. 2.	For interest in lieu of investment on \$75,000, at 5 per centum, per act of 27th of June, 1846.
15	-----	For payment in goods to the Creek Indians for damages on their annuity goods wrecked in the steamer Gov. Meigs, in December, 1854.
16	-----	For payment to the Seminoles for damages on their annuity goods wrecked on the steamer Gov. Meigs, in December, 1854.
17	-----	For payment of the difference in salaries of the agents for the Sioux and Seminole Indians for the Omaha agency, for the Kickapoo agency, for the Kansas agency, and for the Neosho agency, between the rates as fixed previous to the act of the 3d March, 1857, and the rate authorized by said act, from the 8d March, 1857, to 30th June, 1858.

MATE—Continued.

Am't required	Remarks.
\$20,000 00	The letter of Superintendent Henly, dated September 4, 1857, and marked D, herewith, will show the condition of the Indian service in California, and the necessity for an appropriation of these amounts therefor for the ensuing fiscal year.
162,000 00	The amounts embraced in his letter for pay of superintendent, pay of agents, and clerk, are included in the regular estimates submitted to the Secretary of the Interior on the 2d of October last.
150,000 00	The amount thus estimated for is in accordance with the estimate of Superintendent Collins for the Indian service in New Mexico for the ensuing fiscal year, made in his letter of the 8th instant, a copy of which, marked E, is herewith, and to which reference is directed for explanation of the necessity for an appropriation therefor. This increased estimate over the amount heretofore appropriated for the Indian service in New Mexico is caused by the increased demands arising therein, as specified by the superintendent, and, further, by the additional expenses to be incurred for the Indians in the Gadsden Purchase, not heretofore embraced in the estimates to Congress.
15,000 00	For the propriety and necessity of making appropriations for these amounts for the Indian service in Texas for the ensuing fiscal year, reference is made to the estimates of Supervising Agent Neighbors and Agents Ross and Leeper, embraced in same package, marked F, herewith. It will be perceived that the aggregate amount estimated for is greater than the estimate of the supervising agent, which arises from taking the amount estimated for by Agent Leeper, and not the sum specified by the supervising agent for the Comanche agency.
50,000 00	The sum specified by the supervising agent for the Comanche agency, \$50,000 for expenses, colonizing, &c., is a fraction less than called for, say \$9 65, but it is deemed best to take this sum in round numbers, being a small amount less than the estimated.
1,500 00	
73,500 00	Reference will be made to the estimate of Governor Young, of October 7, 1857, copy of which is herewith, marked G, remarking that the funds needed to pay salaries have been included in the general estimates from this office, 2d October last.
3,000 00	This is estimated for to supply a deficiency of appropriation March 3, 1857, as, by some oversight, but seven hundred and fifty dollars was there appropriated, being less by the amount now asked than the Senecas were entitled to by treaty.
1,995 25	This estimate is to supply the deficiency in the invoices of these goods occasioned by the wreck of the steamer Gov. Meigs, being the loss sustained by reason of said wreck. The insurance company in New York having paid the amount of damages assessed by a board of survey, and the goods having been sold, the proceeds of sale, with the amount collected from the insurance company, leaves the deficiency asked for, and to which the Indians are entitled by treaty stipulations.
332 11	
3,991 68	By the act of the 3d of March, 1857, the salaries of the agents were increased from \$1,000 to \$1,500 per annum, but no appropriation having been made to pay the increase, the estimate therefor is now respectfully submitted.



ADDITIONAL ESTI

Number of estimate.	Authority.	Objects and purposes for which required.
18	-----	For reimbursement to W. J. Cullen, superintendent of Indian affairs for the northern superintendency, for expenditures made by him in the recovery of \$5,000 of the public funds stolen from Fort Ridgely. <i>Ottos and Missourias.</i>
20	Statutes at Large, vol. 10, p. 1040, sec. 7. Statutes at Large, vol. 10, p. 1040.	For keeping in repair the grist and saw mill provided for by the 7th article of the treaty of March 15, 1854. For the erection of a blacksmith's shop; for supplying the same with tools, and keeping it in repair, per 7th article treaty of March 15, 1854. For the erection of houses for the miller, farmer, blacksmith, and engineer. For an assistant miller..... For an engineer and assistant
21	Statutes at Large, vol. 10, p. 1045, sec. 8. Statutes at Large, vol. 10, p. 1045, sec. 8.	<i>Omahas.</i> For keeping in repair the grist and saw mill provided for by the 8th article of the treaty of March 16, 1854. For the erection of a blacksmith shop; for supplying the same with tools and keeping it in repair, per 8th article treaty of March 16, 1854. For erection of houses for miller, farmer, blacksmith, and engineer. For an assistant miller
22	-----	For an engineer and assistant
23	Statutes at Large, vol. 7, p. 545, sec. 4.	For this amount to erect suitable buildings at the Omaha agency to replace those recently destroyed by fire. For payment to Baptiste Lassallier, a Winnebago half-breed, for this amount to which he is entitled under the 4th article of the treaty with the Winnebagoes of November 1, 1837. With interest from date of unauthorized payment to John H. Kinsie in 1838, at 6 per centum.
24	-----	For the expenses of bringing to this city a delegation of Indians from the Territory of New Mexico, and on their return to their homes.
26	-----	For the expenses of bringing to this and other cities of the States a delegation of Indian chiefs from the Territories of Oregon and Washington.

MATE—Continued.

Am't required.	Remarks.
\$650 00	For this estimate, reference is made to copy of letter from Superintendent Cullen of the 13th January, 1858, herewith, marked H. The superintendent limits his request for reimbursement to the \$500 paid by him for the reward for the recovery of the \$5,000 stolen, relying upon Congress for such relief for the additional expenses incurred as in its judgment may be proper. Under these circumstances, the entire amount of expenditures made by him on this account is asked for.
300 00	
600 00	
1,850 00	Provision is made under the 7th article of the treaty of March 15, 1854, for a blacksmith, miller, and farmer; for the further provision for an engineer and assistant, and for an assistant miller. The agent for the Ottos and Missourias now makes application, in reference to which see extract from his letter of January 12, 1858, herewith, marked I. He also asks that provision be made for houses for these employes, submitting the foregoing estimate as a necessary and legitimate consequence of these employments under the treaty. See letter of estimates marked K and L, herewith.
300 00	
1,800 00	
500 00	The same remarks applicable here as to those made in connexion with the wants of the Ottos and Missourias. See copies of statements from Agent Robertson, marked M and N, with the additional remark that \$750 is asked for over the estimate of the agent for buildings, to restore that amount to the appropriation "relief of Omahas," from which it was taken by Agent Vanderalice.
600 00	
2,250 00	
300 00	
1,800 00	
2,500 00	For this estimate, reference is made to copy of letter from Agent Robertson explaining the necessity therefor, marked O, herewith.
400 00	Copies of letters from this office of the 10th February, 1858, and from the Second Auditor of the Treasury of date February 11, 1858, in reply thereto, marked P and Q, herewith, will show the disposition that was made of this money. Lassallier has never received his share of the money set apart for the half-breeds, and he now being present, makes application for payment, claiming interest thereon from the date of unauthorized payment to John H. Kinzie, for which this estimate is made.
480 00	
20,000 00	For the propriety of this estimate, reference is made to a copy of letter from Superintendent Collins, dated February 16, herewith, marked R. The estimate is designed also for the expenses of the Indians to be incurred in visiting the large cities of the country, with a view of exhibiting to them the strength and resources thereof, &c.
30,000 00	A copy of a letter from the Hon. Joseph Lane and Hon. I. I. Stevens, dated February 18, 1858, marked T, herewith, is referred to for the reasons and propriety of this estimate.

ADDITIONAL ESTI

Number of estimate.	Authority.	Objects and purposes for which required.
27	-----	<p data-bbox="526 447 1098 666">For the pay of one clerk to the superintendent of Indian affairs for New Mexico ; one to the superintendent of the northern, one to the superintendent of the southern, one to the superintendent of the central, and one to the superintendent of the Oregon superintendency ; each of the four first named to be at the rate of \$1,500 per annum, and the last named \$1,800 per annum, provided that the pay of the clerk to the superintendent of Indian affairs in California be paid at the same rate as that proposed for the superintendent of Oregon.</p> <p data-bbox="625 1075 1098 1104">Aggregate amount-----</p>

OFFICE INDIAN AFFAIRS, February 22, 1858.

MATE—Continued.

Am't required.	Remarks.
\$9,600 00	<p>In view of the large amount of clerical labor that has to be performed in the offices of the superintendent, having, as they do, the supervision of the accounts of the agents before they are transmitted to this office, being the channel through which all the correspondence upon Indian affairs within their superintendency is carried on, and having responsible duties to attend to outside of their offices which frequently call them to remote distances from them, leaving behind them their money and valuable records and documents, it is very necessary, and for the interest of the public service, that a competent clerk should be employed in each of these offices. It is proposed to make the salaries uniform and equal for the six superintendencies named. The salary of the clerk for the California superintendency has been fixed at \$2,500 per annum, and for this estimate has been made for the ensuing fiscal year; but as it is known that the expenses of living and the value of such services has been greatly reduced in that superintendency, so as to bring the service in that region nearly upon an equal footing in this respect to other parts of the country, it is proper that the salary there should likewise be reduced to an equal standard with such services in the other superintendencies.</p> <p>If an appropriation should be made for these employments it is not expected that it will affect the estimates for temporary employments of clerks to superintendents, which will remain and be applicable to "clerks for superintendents and agents;" the agents requiring such aid, especially at annuity payments, when they are required to make them, and the superintendents at times requiring additional assistance in this way. The greater amount of duties devolving on the superintendents for Oregon and California will justify the difference in the salaries of their clerks, as estimated for.</p>
1,030,019 04	

Supplemental estimates for the Indian service for the fiscal year ending June 30, 1859.

Fulfilling the articles negotiated January 22, 1855, with Calapooias, Molala, and Clackamas Indians.—(Stat. at Large, vol. 10, sec 3, p. 1145).....	\$3,440 00
Fulfilling the articles negotiated December 26, 1854, with Nisqually, Puyallup, and other tribes and bands of Indians.—(Stat. at Large, vol. 10, sec. 10, p. 1134).	2,200 00
Fulfilling treaty negotiated November 18, 1854, with certain bands of Chasta, Scoton, and Umpqua Indians.—(Stat. at Large, vol. 10, p. 1123).....	840 00
Fulfilling articles of treaty with Umpquas and Calapooias, of Umpqua valley.—(Stat. at Large, vol. 10, p. 1127).....	2,590 00
Fulfilling treaties with Senecas, of New York.—(Stat. at Large, vol. 9, folio 35).....	3,000 00
Fulfilling treaties with Ottoes and Missourias.—(Stat. at Large, vol. 10, sec. 7, p. 1040).....	4,850 00
Fulfilling treaties with Omahas.—(Stat. at Large, vol. 10, folio 1045, sec. 8).....	7,950 00
For the general incidental expenses of Indian service in the Territory of Oregon.....	59,700 00
For adjusting difficulties and preventing outbreaks among the Indians in the Territory of Oregon.....	12,500 00
For defraying the expenses of removal and subsistence of Indians in Oregon Territory to reservations.....	222,000 00
For general and incidental expenses of the Indian service in the Territory of Washington.....	36,000 00
For adjusting difficulties and preventing outbreaks among the Indians in Washington Territory.....	12,500 00
For defraying the expenses of removal and subsistence of Indians in Washington Territory to the reservations therein	123,000 00
For general and incidental expenses of the Indian service in California.....	20,000 00
For defraying the expenses of the removal and subsistence of Indians in California to the reservations, &c...	162,000 00
For general incidental expenses of the Indian service in New Mexico.....	150,000 00
For compensation of three special agents and three interpreters for the Indian tribes of Texas.....	15,000 00
For expenses of colonizing, supporting and furnishing agricultural implements and stock for the Indians in Texas.....	50,000 00
For the maintenance of a school at Brazos agency, &c...	1,500 00
For the general and incidental expenses of the Indian service in the Territory of Utah.....	73,500 00
For payment in goods to the Creek Indians for damages on their annuity goods wrecked in the steamer "Governor Meigs," in December, 1854.....	1,995 25

For payment to the Seminoles for damages on their annuity goods wrecked in the steamer "Governor Meigs," in December, 1854.....	\$332 11
For payment of the difference in salaries of the agents for the Sioux and Seminole Indians for the Omaha agency, &c.....	3,991 68
For reimbursement to W. J. Cullen, superintendent of Indian affairs for the northern superintendency.....	650 00
For payment to Baptiste Lassallier, a Winnebago half-breed, for the amount to which he is entitled under the 4th article of the treaty with the Winnebagoes of November 1, 1857.....	880 00
For the expenses of bringing to this city a delegation of Indians from the Territory of New Mexico.....	20,000 00
For the expenses of bringing to this and other cities of the United States a delegation of Indian chiefs from the Territories of Oregon and Washington.....	30,000 00
For the pay of one clerk to the superintendent of Indian affairs for New Mexico; one to the superintendent of the northern, one to the superintendent of the southern, one to the superintendent of the central, and one to the superintendent of the Oregon superintendency; each of the four first named to be at the rate of \$1,500 per annum, and the last named \$1,800 per annum: provided that the pay of the clerk to the superintendent of Indian affairs in California be paid at the same rate as that proposed for the superintendent of Oregon	9,660 00
	<hr/> 1,030,019 04 <hr/>

Estimates for funds required to supply deficiencies in the Indian service for the fiscal year ending June 30, 1858.

1. For restoring and maintaining peace with the Indian tribes in Oregon Territory, or so much thereof as may be necessary for expenditure during the year ending 30th June, 1858.....	\$264,000 00
2. For the general incidental expenses of the Indian service in the Territory of Utah, or so much thereof as may be required for expenditure during the year ending 30th June, 1858.....	56,599 31
3. For the payment of the claim of Overton Love and John Guess, Chickasaws, for the value of property forcibly taken from them by citizens of Texas.....	3,700 00
4. For payment to such Cherokees as were omitted in the census taken by D. W. Siler, but who were included and paid under the act of July, 1848, the same per capita allowance that was paid the other Indians under that distribution: provided the Commissioner of Indian Affairs shall be satisfied they ought to be included in said per capita distribution.....	3,278 32

5. For contingencies of the Indian department, or so much thereof as may be required for expenditure during the year ending 30th June, 1858.....	\$25,000 00
6. For indemnity to George W. Stidham, a Creek Indian, for property stolen from him, and injured by a citizen of the United States.....	125 00
7. For additional amount required to supply deficiencies for the Indian service in the Territory of Oregon for the fiscal year ending 30th June, 1858.....	98,245 09
8. For general incidental expenses of the Indian service in the Territory of Washington, or so much thereof as may be necessary for expenditure during the year ending 30th June, 1858.....	16,000 00
	<hr/>
	466,947 72
	<hr/> <hr/>

Estimates for funds required to supply deficiencies in the Indian service for the fiscal year ending June 30, 1858.

No. of estimate.	Objects and purposes for which required.	Amount required.	Remarks.
1	For restoring and maintaining peace with the Indian tribes in Oregon Territory, or so much thereof as may be necessary for expenditure during the year ending 30th of June, 1858.	\$264,000 00	As explanatory of the propriety and necessity of estimating for this sum to supply the deficiencies of the Indian service in Oregon, reference is made to copies of letters received from Superintendent Nesmith, numbered from 1 to 3, herewith, with copies of accompanying estimates made by the superintendent for funds required for the fiscal year ending June 30, 1858; also to copies of letters from the same, treating, at length, the subject of the policy pursued in managing Indian affairs in Oregon, the wants of the service, and the inadequacy of the means provided therefor, numbered from 4 to 6; and to copies of letters addressed from this office to the superintendent, showing the action thereof in connexion with the control and direction of the appropriations made by Congress at its last session, and the remittances made therefrom for the Indian service in this Territory, numbered from 6 to 14. From the estimates made by the superintendent for the fiscal year ending June 30, 1858, exclusive of treaty stipulations, which amount, in the aggregate, to \$910,918 95, taken in connexion with the remittances made for the same period, and for the same general objects, amounting, altogether, to \$616,431 07, it would seem that the actual deficiency for this service would be greater than now asked for; but inasmuch as the superintendent has stated that the remittances for the Indian service in Washington Territory will suffice therefor to the close of the year ending June 30, 1858, the amount asked for is deemed sufficient to meet the deficiencies in Oregon, and is the same as the amount appropriated for the like purposes and objects by the act of March 3, 1857, for the fiscal year ending June 30, 1857.
2	For the general incidental expenses of the Indian service in the Territory of Utah, or so much thereof as may be required for expenditure during the year ending the 30th June, 1858.	56,599 31	Copies of letters from Brigham Young, Agents Hurt and Armstrong, marked from A to G, are submitted, in connexion with this estimate, to show the past condition of the Indian service in Utah, and the demands thereon remaining unsatisfied up to the 30th of September, 1857, beyond which we have no return. Up to that period, the estimates and unpaid drafts drawn against disbursements show a deficiency of the sum now asked for.

ESTIMATES—Continued.

No. of estimate.	Objects and purposes for which required.	Amount required.	Remarks.
2	For the general incidental expenses of the Indian service in the Territory of Utah, or so much thereof as may be required for expenditure during the year ending 30th June, 1858.	\$56,599 31	<p>Of this amount, asked to supply deficiencies up to the 30th September, 1857, the deficiencies at the superintendency amounts to— \$17,748 43</p> <p>The deficiency in Agent Hurt's district amounts to— 26,425 88</p> <p>In Agent Armstrong's district to— 12,425 00</p> <p><u>56,599 31</u></p> <p>A copy of a letter is also submitted from the Commissioner of Indian Affairs, dated November 11, 1857, marked H, to Brigham Young, governor, &c., in answer to a letter of the latter of 12th September last, relative to the management of Indian affairs in Utah, its financial matters, &c.</p> <p>It is proper to remark, in this connexion, that, if it is deemed necessary that the relations now in a great measure suspended between the Department and the Indians in Utah should be reinstated and continued, there will be a necessity for an appropriation of an additional amount of funds to meet demands arising during the 4th quarter of 1857 and 1st and 2d quarters of 1858.</p> <p>It is understood that no portion of this fund, when appropriated, will be applied to the purposes for which it is asked until it is ascertained from proper investigation that the demands thereon are just and correct, and for disbursements actually made for the Indian service.</p> <p>A copy of a letter from the Commissioner of Indian Affairs, dated June 26, 1857, addressed to D. H. Cooper, agent, &c., marked I, herewith, will show the character of this claim, and also the promise of the Commissioner to render an estimate therefor.</p> <p>In explanation of this deficiency asked for, reference is made to an extract from report of Commissioner of Indian Affairs, January 14, 1857; copies of opinion</p>
3	For the payment of the claim of Overton Love and John Guess, Chickasaws, for the value of property forcibly taken from them by citizens of Texas.	3,700 00	
4	For payment to such Cherokees as were omitted in the census taken by D. W. Siler,	3,278 32	

5	but who were included and paid under the act of July, 1848, the same <i>per capita</i> allowance that was paid the other Indians under that distribution, provided the Commissioner of Indian Affairs shall be satisfied they ought to be included in said <i>per capita</i> distribution.		
6	For contingencies of the Indian Department, or so much thereof as may be required for expenditure during the year ending June 30, 1858.	25,000 00	of Attorney General; and letter from Secretary of the Interior, of June 12, 1857, marked from K to M, herewith. By the act of July 31, 1854, \$5,000 was appropriated to pay these Cherokees their <i>per capita</i> claims under the distribution of annuities made under the act of July, 1848; but there being a larger number of claimants than was contemplated at the passage of that act, the Secretary of the Interior directed that they should be paid a <i>pro rata</i> amount from the sum so appropriated. Having allowed for this <i>pro rata</i> share of the \$5,000 at the control of the department, there remains the deficiency now asked for to enable it to make payment to the claimants to the full amount of their claims for their distributive shares under the act of July, 1848.
9	For indemnity to George W. Stidham, a Creek Indian, for property stolen from him and injured by a citizen of the United States.	125 00	This estimate is made to meet and supply the deficiency in this appropriation, arising from the extraordinary demands thereon in the employment of additional clerical force consequent upon answering sundry calls for reports by Congress, and which are still in progress of execution, and for the performance of which the regular force of this office was and is inadequate.
9	For additional amount required to supply deficiencies for the Indian service in the Territory of Oregon for the fiscal year ending June 30, 1858.	98,245 09	Copies of sundry papers, marked from N to S, herewith, will show fully the justness of this claim, and the promise, on the part of the Commissioner <i>ad interim</i> , to estimate for funds therefor.
10	For general incidental expenses of the Indian service in the Territory of Washington, or so much thereof as may be required, during the year ending June 30, 1858.	16,000 00	Copy of a letter from Superintendent Nesmith, of January 20, 1858, with papers marked A, B, and C, also circular to agents, just received, will explain the reasons for this additional estimate, &c.; and referring to remarks made in connexion with estimate No. 1, for Oregon, it will be noticed that it was stated that, taking into consideration the general estimates for the fiscal year ending June 30, 1858, received at this office, in connexion with the remittances made therefrom, the actual deficiencies for the Indian service in Oregon would appear greater than the sum then asked for, viz: \$264,000. This is now more fully and specifically shown by the letter since received from the superintendent. On an examination of the accounts of Governor Stevens and agents, unsettled, it is perceived that although in the main balanced as to aggregate of debits and credits, yet, in the disbursements made by them, they will be creditors on settlement under this general head, and debtors to a corresponding amount under other heads; consequently, it will require this appropriation by Congress to make the necessary transfers on adjustment.

68 SUPPLEMENTAL ESTIMATES FOR INDIAN SERVICE.

RECAPITULATION.

Estimate No. 1.....	\$264,000 00
2.....	56,599 31
3.....	3,700 00
4.....	3,278 32
5.....	25,000 00
6.....	125 00
9.....	98,245 09
10.....	16,000 00
Aggregate.....	<u>466,947 72</u>

OFFICE OF INDIAN AFFAIRS, *March 17, 1858.*

FORT RIPLEY RESERVATION.

LETTER

FROM

THE SECRETARY OF WAR,

IN ANSWER TO

*A resolution of the House calling for information relative to the sale
of the Military Reservation at Fort Ripley.*

MARCH 30, 1858 —Ordered to be printed.

WAR DEPARTMENT,
Washington, March 29, 1858.

SIR: In reply to a resolution of the House of Representatives, requesting me "to inform the House if any portion of the military reservation at Fort Ripley, in Minnesota, has been sold, and if so, to state at what price the same was sold, and to whom, and if such sale has been confirmed, and if not confirmed, if any reason exists which will prevent the confirmation of the same," I have the honor to transmit a copy of a report from Major Seth Eastman and Mr. A. C. Jones, the agents of this department for the sale of the property, with my decision thereon, annulling and setting aside the sale.

Very respectfully, your obedient servant,

JOHN B. FLOYD,
Secretary of War.

HON. JAS. L. ORR,
Speaker of the House of Representatives.

ST. PAUL, MINNESOTA TERRITORY,
October 26, 1857.

SIR: In obedience to your instructions, contained in your communication of the 27th August, addressed to John C. Mather, the former agent of the War Department for the sale of the military reservation at Fort Ripley, in the Territory of Minnesota, we have the honor to

report : That we caused a survey of the land on the reserve to be made, and divided it, pursuant to instructions, into lots of forty acres each, as far as practicable, of which maps were made and posted up at the place of sale for the inspection of purchasers; that public notice was given of the day, place, manner, and terms of sale, by advertisement in the principal newspapers published in the Territory, and throughout the northwest, to wit: the Crawford County Courier, published at Prairie du Chien, Wisconsin; the St. Paul Advertiser, published at St. Paul, Minnesota Territory; the Pioneer and Democrat, published at St. Paul, Minnesota Territory; the Saint Anthony Express, published at St. Anthony, Minnesota Territory; the Valley Herald, published at Shakopee, Minnesota Territory; the Henderson Democrat, published at Henderson, Minnesota Territory; Sauk Rapids Frontiersman, published at Sauk Rapids, Minnesota Territory; the Northern Herald, published at Little Falls, Minnesota Territory; that, previous to the day of sale, we proceeded to Crow Wing, the place of sale, and notified the persons having pre-emption claims on the reserve, which had been allowed by the department, to appear before us on the 19th October, (the day before the sale,) and enter their claims at the government price of one dollar and twenty-five cents per acre, according to the instructions above referred to. They all came forward, paid for their lands, and received certificates for the same, except the Rev. François Pierz, who refused to take any land, except that which had been allowed by the department to Donald McDonald, or his assigns.

We would state, in reference to this matter, that we awarded to the assigns of Donald McDonald the tract of land in dispute, on condition that said assigns of McDonald would deed to the said François Pierz two acres of land (as recommended by Mr. J. C. Mather in his report, to which we would respectfully refer) occupied by the church and grave yard, which they promised to do. We would recommend that our action in the premises be confirmed. Accompanying this report is a communication from the Rev. François Pierz, addressed to us as agents, to which your attention is respectfully called; and we would further state that the said Rev. François Pierz was repeatedly offered the privilege of entering any other tract of land on the reservation which he might select, not exceeding one hundred and sixty acres, at the price of one dollar and twenty-five cents per acre.

Your agents would further report, that on the 20th day of October the lands embraced within the reserve were offered for sale at public auction, to the highest bidder for the same, at the house of Allen Morrison, in the town of Crow Wing, according to advertisements, in lots of forty acres each, or as near thereto as the survey permitted.

That proclamation was made at the opening of the sale, that no claims, aside from those which had been previously entered, would be allowed; that all persons had full right to bid; that competition was invited by government for the lands offered; and that, upon the appearance of combination or of riotous disturbance on the part of the bidders, the lands would be withdrawn and the sale not be permitted to proceed.

That the sale proceeded quietly and without apparent combination,

until the whole lands so offered were disposed of at prices varying from one to twenty cents per acre.

That certificates were issued to a portion of the purchasers only ; the balance we concluded to withhold until we had made our report, and referred the matter to your consideration for confirmation or otherwise.

We have the honor to be, respectfully, your obedient servants,
S. EASTMAN,
Major United States Army.
A. C. JONES,
Agents.

Hon. JOHN B. FLOYD,
Secretary of War.

Endorsement.

This sale is annulled and set aside.

JOHN B. FLOYD,
Secretary of War.

WAR DEPARTMENT, November 11, 1857.

[Translation.]

To the honorable Commission of Military Reserve :

I have heretofore declared that I do not consent to the sale of my legitimate claim to mission at "Crow Wing"—the south half of the southeast quarter and the south half of the southwest quarter of section 24, township 44, range west 32, where I am established with my improvements by permission of the commanding officer of Fort Ripley ; also, the treaty of 22d of February, 1855, sixth article, giving me the privilege of taking 160 acres of the land sold by that treaty ; also, according to the treaty of 29th of July, 1837, the position of my mission remained on Indian lands till the last treaty of 1855. Furthermore, I have bought my claim of the land office, and paid the government therefore. For these reasons I protest against the sale of my property ; neither do I make any convention with the commission in relation to my legitimate claim.

FRANCOIS PIERZ,
Catholic Missionary

CROW WING, October 21, 1857.

ALLEGED ROBBERY OF COLLECTOR OF CUSTOMS AT
PITTSBURG.

LETTER

FROM THE

SECRETARY OF THE TREASURY.

IN

*Answer to a resolution of the House calling for information in reference
to the alleged robbery of John Hastings, late collector of customs at
Pittsburg.*

MARCH 30, 1858.—Referred to the Committee of Claims.

TREASURY DEPARTMENT,
March 26, 1858.

SIR: In reply to the resolution adopted by the House of Representatives of the 25th instant, in the following terms: "*Resolved*, That the Secretary of the Treasury be requested to communicate to this House all the information in his possession (including reports by persons appointed to examine the case) relating to the alleged robbery of John Hastings, late collector of customs at Pittsburg," I have the honor to report that, all the information relating to the alleged loss of public money by John Hastings, surveyor of the customs, and designated depositary, received here during the time of my predecessor, comprising letters, reports of officers directed to examine into the case, and sundry affidavits, were, as I am informed, taken from the files of this department, at the first session of the last Congress, and placed in possession of the Committee on Claims, of the Senate, to which the petition of Mr. Hastings for relief had been referred. These papers are mentioned, and some of them quoted and copied, in the report of that committee of 28th April, 1856, which may be found in 1st vol. Senate Reports, 1st session 34th Congress, No. 146.

The only information on this subject which has been in the possession of this department since it has been in my charge grew out of a letter addressed by a police officer at Pittsburg to a member of the Senate, which was left here on the 6th February last by the

chairman of the Committee on Claims of the Senate, with the request that the statements therein might be verified by the affidavit of the writer in the presence of Mr. Hastings or his counsel. The original letter was accordingly sent by me to the United States district attorney with directions to have such affidavit taken, under due notice to Mr. Hastings. On the 12th February I received the letter and affidavit from the district attorney, and on the same day enclosed both to the chairman of the Committee on Claims. On the 15th February I received from the Hon. Mr. Bigler, of the Senate, several affidavits on the same subject, which I immediately enclosed to the chairman of the Committee on Claims, before I received his letter of the same date asking their transmission to him.

From this statement of the facts as to the custody of the papers, it will be seen that I am not in possession of the information asked for by the resolution.

Very respectfully, your obedient servant,

HOWELL COBB,
Secretary of the Treasury.

Hon. JAMES L. ORR,
Speaker of House of Representatives.

ABSTRACT OF OFFERS FOR CARRYING THE MAILS, &c.

LETTER

FROM

THE POSTMASTER GENERAL,

COMMUNICATING

An abstract of offers for carrying the mails during the year ending July 1, 1857; also, a report of all contracts for transportation of the mails, &c.

MARCH 30, 1858—Ordered to be printed.

POST OFFICE DEPARTMENT,
March 27, 1858.

SIR: In compliance with the provisions of the act of July 2, 1836, to change the organization of this department, I have the honor to transmit herewith—

1. An abstract of the offers for carrying the mails made within the year preceding the first of July, 1857, and a report of all contracts made for the transportation of the mails within the year aforesaid.

2. A statement of all land and water mails as have been established or ordered within said year.

3. A report of additional allowances made to mail contractors within said year.

4. A report of curtailments of mail service, and pay ordered within said year.

I have the honor to be, very respectfully, your obedient servant,
AARON V. BROWN.

HON. JAMES L. ORR,
Speaker of the House of Representatives.

Abstract of all offers made within the year preceding July 1, 1857, for carrying the mails of the United States, with a report of all contracts made in pursuance thereof during the same period.

STATE OF MAINE.

From July 1, 1857, to June 30, 1861.

ROUTE No. 1.

From Augusta to Bangor, 67 miles, and back, six times a week.

Bidders' names.	Sum per annum.
George R. Kimball.....	\$4,750, two-horse coach.
	2,375, 000, three times a week.
Wm. D. McLaughlin.....	4,550, two-horse coach.
Fred. V. Stewart.....	4,000. 000.
	2,500, two-horse coach, three times a week.
A. M. Shaw.....	3,990, two-horse coach.
Alfred Marshall.....	3,750. 000.
Charles D. Billings.....	3,744, two-horse carriage.
Wm. D. McLaughlin.....	3,500, two-horse coach, three times a week.
Joseph E. Wing.....	3,400. 000.
David Brown.....	2,970, two-horse carriage.
Alfred Marshall.....	2,890, two-horse coach.
V. D. Pinkham.....	2,800, two-horse coach. <i>Accepted April 25, 1857.</i>
	2,000, two-horse coach, three times a week.
Alfred Marshall.....	2,250.
Charles D. Billings.....	2,244, two-horse coach, three times a week.
Alfred Marshall.....	1,970, two-horse post coach, three times a week.
Joseph E. Wing.....	1,900, three times a week.
A. M. Shaw.....	1,995, two-horse coach, three times a week.

Contract made with Vassal D. Pinkham, dated April 25, 1857, at \$2,800 per annum.

Leave Augusta daily, except Sunday, at 8 a. m.; arrive at Bangor by 9 p. m.

Leave Bangor daily, except Sunday, at 5 a. m.; arrive at Augusta by 6 p. m.

ROUTE No. 2.

From Augusta, by South Vassalboro', to Belfast, 44 miles, and back, three times a week, supplying Montville and Liberty in due connexion.

Bidders' names.	Sum per annum.
Humphrey N. Lancaster.....	\$1,085, four-horse coach.
Vassal D. Pinkham.....	750, four-horse coach.
Josiah Mitchell.....	540, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Josiah Mitchell, dated April 25, 1857, at \$540 per annum.

Leave Augusta Tuesday, Thursday, and Saturday, at 4 p. m.; arrive at Belfast next days by 4 a. m.

Leave Belfast Monday, Wednesday, and Friday, at 2½ p. m.; arrive at Augusta next days by 1 a. m.

ROUTE No. 3.

From Augusta, by Windsor, to Belfast, 42 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Vassal D. Pinkham.....	\$800, four-horse coach.
Josiah Mitchell.....	685, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Josiah Mitchell, dated April 25, 1857, at \$685 per annum.

Leave Augusta Monday, Wednesday, and Friday, at 4 p. m.; arrive at Belfast next days by 3 a. m.

Leave Belfast Tuesday, Thursday, and Saturday, at 2½ p. m.; arrive at Augusta next days by 1 a. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 4.

From Augusta to Rockland, 46½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
Vassal D. Pinkham	\$1,200, three times a week in four-horse coach, and three times a week in two-horse coach.
Wm. Bennett.....	1,175, four-horse coach three times a week via Thomaston, and three times a week, via West Camden, in two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with William Bennett, dated April 25, 1857, at \$1,175 per annum.
 Leave Augusta Monday, Wednesday, and Friday, at 10 a. m.; arrive at Rockland by 9 p. m.
 Leave Rockland Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Augusta by 6 p. m.
 Leave Augusta Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Rockland by 9 p. m.
 Leave Rockland Monday, Wednesday, and Friday, at 6 a. m.; arrive at Augusta by 6 p. m.

ROUTE No. 5.

From Augusta to Freeport, 37½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
David Billings.....	\$597, one-horse wagon or sleigh.
Almaren Bodge.....	570, one-horse carriage. ***.
Hanson Semton	510, one-horse carriage.
Alfred Gatchell	490, one-horse carriage or sleigh.
Thomas H. McCausland	470, one or more horses. <i>Accepted April 25, 1857.</i>
Zacheus H. Adams.....	450, no guarantors.

Contract made with Thomas H. McCausland, dated April 25, 1857, at \$470 per annum.
 Leave Augusta Monday, Wednesday, and Friday, at 6 a. m.; arrive at Freeport by 1 p. m.
 Leave Freeport Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Augusta by 5 p. m.

ROUTE No. 6.

From Augusta to Winthrop, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Almaren Bodge.....	\$290, four-horse coach. ***
George W. Ricker	100, two-horse coach.
Silas S. Morey.....	75. *** <i>Accepted April 25, 1857.</i>

Contract made with Silas S. Morey, dated April 25, 1857, at \$75 per annum.
 Leave Augusta daily, except Sunday, at 10 a. m.; arrive at Winthrop by 12 m.
 Leave Winthrop daily, except Sunday, at 4 p. m.; arrive at Augusta by 6 p. m.

ROUTE No. 7.

From Augusta to Phillips, 55 miles, and back, six times a week to Farmington, and three times a week residue.

Bidders' names.	Sum per annum.
Fred. V. Stewart.....	\$1,200, two-horse coach. 970. ***
Timothy E Fogg.....	1,095.
Silas S. Morey	625. *** <i>Accepted April 25, 1857.</i>

Accepted bidder failing to execute contract, contract made with Fred. V. Stewart, dated July 17, 1857, at \$970 per annum, from July 1, 1857.
 Leave Augusta daily, except Sunday, at 8 a. m.; arrive at Farmington by 4 p. m.
 Leave Farmington daily, except Sunday, at 7 a. m.; arrive at Augusta by 3 p. m.

CONTRACTS FOR CARRYING THE MAILS.

Leave Farmington Tuesday, Thursday, and Saturday, at 4 p. m. ; arrive at Phillips by 9 p. m.

Leave Phillips Monday, Wednesday, and Friday, at 2 a. m. ; arrive at Farmington by 7 a. m.

ROUTE No. 8.

From Augusta to North Anson, 42 miles, and back, three times a week.

Bidders' names.	Sum per annum.
David D. Blunt	\$975. ***
Vassal D. Pinkham.....	600, two-horse coach to Belgrade, one-horse coach residue, or 200 additional for three additional trips to Belgrade. <i>Accepted April 25, 1857, at \$800, with right to order additional trips at \$200 additional.</i>

Contract made with V. D. Pinkham, dated April 25, 1857, at \$800 per annum.

Leave Augusta Tuesday, Thursday, and Saturday, at 8 a. m. ; arrive at North Anson by 6 p. m.

Leave North Anson Monday, Wednesday, and Friday, at 6 a. m. ; arrive at Augusta by 4 p. m.

ROUTE No. 9.

From Waterville to Bangor, 55 miles, and back, six times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Androscoggin & Kennebeck Railroad Company, lessees of the Penobscot & Kennebeck railroad.	\$5,500, railroad cars. <i>Accepted June 8, 1857.</i>

Contract made with Androscoggin & Kennebeck Railroad Company, lessees of the Penobscot and Kennebec railroad, dated June 8, 1857, at \$5,500 per annum.

ROUTE No. 10.

From Waterville to North Anson, 34½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
David D. Blunt	\$1,900. ***
Vassal D. Pinkham	2,100, two-horse coach. 775, horse to Skowhegan, two-horse coach residue. <i>Accepted April 25, 1857.</i>

Contract made with Vassal D. Pinkham, dated April 25, 1857, at \$775 per annum.

Leave Waterville Monday, Wednesday, and Friday, at 11 a. m. ; arrive at North Anson by 7 p. m.

Leave North Anson Tuesday, Thursday, and Saturday, at 3½ a. m. ; arrive at Waterville by 11½ a. m.

ROUTE No. 11.

From Waterville, by Kendall's Mills, to Norridgewock, 23 miles, and back, three times a week.

Bidder's name.	Sum per annum.
David D. Blunt	\$1,400. *** 1,500, two-horse coach.

(Not let ; superseded.)

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 12.

From Waterville, by Fairfield, to Norridgewock, 14½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
David D. Blunt.....	\$700. ***.
	850, two-horse coach.
John L. Leavey.....	499. ***.
John T. Merrill	495, two-horse coach.
B. K. Scribner.....	439.
Charles E. Gray.....	475, two-horse carriage. <i>Accepted April 25, 1857.</i>
Vassal D. Pinkham.....	400, one-horse carriage.
	550, two-horse coach.

Contract made with Charles E. Gray, dated April 25, 1857, at \$475 per annum.
 Leave Waterville daily, except Sunday, at 7 p. m.; arrive at Norridgewock by 9¼ p. m.
 Leave Norridgewock daily, except Sunday, at 7 a. m.; arrive at Waterville by 9¼ a. m.

ROUTE No. 13.

From Waterville to Canaan, 16 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Warren W. Pease	\$500.
Joseph O. Scammon (after time). (Not let.)	350, two-horse coach.

ROUTE No. 14.

From Kendall's Mills to Unity, 13 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Jesse Mitchell.....	\$700. ***.
Amos Webb, jr.....	600. ***.
Woodman C. Pitman.....	499. ***.
Alfred Marshall	490.
B. K. Scribner.....	439.
V. D. Pinkham.....	400, two-horse coach.
	325.
W. K. Lancy	400, horse team.
Daniel Dummer.....	350, two-horse coach. <i>Accepted April 25, 1857.</i>
Warren W. Pease.....	300.

Contract made with Daniel Dummer, dated April 25, 1857, at \$350 per annum.
 Leave Kendall's Mills daily, except Sunday, at 11½ a. m.; arrive at Unity by 2¼ p. m.
 Leave Unity daily, except Sunday, at 7½ a. m.; arrive at Kendall's Mills by 10½ a. m.

ROUTE No. 15.

From Readfield to Wilton, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John S. Frederic.....	\$500. ***.
D. L. Harris.....	390, two-horse carriage.
Fred. V. Stewart.....	300. ***. <i>Accepted April 25, 1857.</i>

Contract made with Fred. V. Stewart, dated April 25, 1857, at \$300 per annum.
 Leave Readfield Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Wilton by 9 p. m.
 Leave Wilton Monday, Wednesday, and Friday, at 6 a. m.; arrive at Readfield by 2 p. m.

ROUTE No. 16.

From Belgrade to West's Mills, 26 miles, and back, six times a week to New Sharon,
 17 miles, and twice a week the residue.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
V. D. Pinkham.....	\$500, two-horse coach.
Timothy E. Fogg.....	325. <i>Accepted April 25, 1857.</i>
Daniel Clark	218, end at Industry. Two-horse coach to Sharon, one residue.

Contract made with Timothy E. Fogg, dated April 25, 1857, at \$325 per annum.
 Leave Belgrade daily, except Sunday, at 5½ p. m.; arrive at New Sharon by 9½ p. m.
 Leave New Sharon daily, except Sunday, at 7 a. m.; arrive at Belgrade by 11½ a. m.
 Leave New Sharon Tuesday and Friday at 7 a. m.; arrive at West's Mills by 10 a. m.
 Leave West's Mills Tuesday and Friday at 2½ p. m.; arrive at New Sharon by 5½ p. m.

ROUTE No. 17.

From Rome to West's Mills, 14 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Vassal D. Pinkham	\$400, Rome to Starks, two-horse coach.
Daniel Clark.....	247. <i>Accepted April 25, 1857.</i>

Contract made with Daniel Clark, dated April 25, 1857, at \$247 per annum.
 Leave Rome Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at West's Mills by 12 m.
 Leave West's Mills Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Rome by 5 p. m.

ROUTE NO. 18.

From Stark to New Portland, 12 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Robert T. Judkins.....	\$208 00, one-horse carriage; schedule reversed.
Elijah Robbins.....	195 00, one-horse carriage.
Benjamin Gilman.....	149 00, one-horse carriage.
Daniel Clark.....	147 00.
Imri Sawyer.....	145 00, one-horse carriage.
Martin V. B. Williamson.....	139 50. ***.
Greenleaf G. Boyington.....	130 00, one-horse coach.

(Not let; unnecessary.)

ROUTE NO. 19.

From Farmington to Kingsfield, 22 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Almaren Bodge.....	\$320, two-horse coach, ***.
Fred. V. Stewart.....	300, two-horse coach.
	250. ***.
Tim. E. Fogg.....	295.
B. J. Porter and A. H. Savage...	247, two-horse coach.
Rob. T. Judkins.....	190, two-horse carriage. <i>Accepted April 25, 1857.</i>
Daniel Clark.....	167.

Contract made with Robert T. Judkins, dated April 25, 1857, at \$190 per annum.
 Leave Farmington Tuesday, Thursday, and Saturday, at 8½ p. m.; arrive at Kingsfield
 next days by 6 a. m.
 Leave Kingsfield Monday, Wednesday, and Friday, at 12 m.; arrive at Farmington by
 7 p. m.

ROUTE NO. 20.

From Wilton to Temple Mills, 8 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Peter Ranger.....	\$75, one-horse wagon. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

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Contract made with Peter Ranger, dated April 25, 1857, at \$75 per annum.
 Leave Wilton Monday and Friday at 7 a. m. ; arrive at Temple Mills by 9 a. m.
 Leave Temple Mills Monday and Friday at 10 a. m. ; arrive at Wilton by 12 m.

ROUTE NO. 21.

From Strong to Salem, 7 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. S. Towle.....	\$75, one-horse carriage.
Joel W. Dodge.....	74, one-horse carriage. <i>Accepted April 25, 1857.</i>
Contract made with Joel W. Dodge, dated April 25, 1857, at \$74 per annum.	
Leave Strong Sunday at 7 a. m.; arrive at Salem by 9 a. m.	
Leave Salam Sunday at 12 m.; arrive at Strong by 2 p. m.	

ROUTE No. 22.

From North New Portland to Flag Staff, 29 miles, and back, once a week.

Bidders' names.	Sum per annum.
Isaiah Jenkins	\$197, two-horse carriage.
Robert T. Judkins.....	108, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Robert T. Judkins, dated April 25, 1857, at \$108 per annum.
 Leave North New Portland Monday at 6 a. m.; arrive at Flag Staff by 4 p. m.
 Leave Flag Staff Tuesday at 6 a. m.; arrive at North New Portland by 4 p. m.

ROUTE No. 23.

From North Anson to Strong, 25 miles, and back, three times a week.

Bidders' names.	Sum per annum.
R. T. Judkins.....	\$290, two-horse carriage to New Portland, one-horse carriage residue ; asks change of schedule.
Henry Cawill, jr.....	284, one-horse carriage.
R. T. Judkins.....	275, two-horse carriage to New Portland, one-horse carriage residue. <i>Accepted April 25, 1857.</i>

Contract made with R. T. Judkins, dated April 25, 1857, at \$275 per annum.
 Leave North Anson Sunday, Wednesday, and Friday, at 8 a. m.; arrive at Strong by 1 p. m.
 Leave Strong Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at North Anson by 6 p. m.

ROUTE No. 24.

From North Anson to Concord, 11 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert Crosby.....	\$49.
Levi Foss.....	48, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Levi Foss, dated April 25, 1857, at \$48 per annum.
 Leave North Anson Friday at 3 p. m.; arrive at Concord by 6 p. m.
 Leave Concord Friday at 8 a. m.; arrive at North Anson by 11 a. m.

ROUTE No. 25.

From North Anson to The Forks, 30 miles, and back, three times a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Chandler Baker.....	\$1,200, four-horse coach. 1,000, two-horse wagon or sleigh.
Joshua G. Thompson.....	975, four-horse coach.
James W. Hill.....	950, four-horse coach.
David D. Blunt.....	925, four-horse coach.
Wm. Blackden.....	500, one-horse carriage to Solon, two-horse carriage residue. <i>Accepted April 25, 1857.</i>

Contract made with Wm. Blackden, dated April 25, 1857, at \$500 per annum.

Leave North Anson Monday, Wednesday, and Friday, at 8 a. m.; arrive at The Forks by 6 p. m.

Leave The Forks Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at North Anson by 4 p. m.

ROUTE No. 26.

From North Anson to New Vineyard, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
Richard Caswell.....	\$90.
Ichabod Bunker.....	75, one-horse wagon in summer, one-horse sleigh in winter. <i>Accepted April 25, 1857.</i>

Contract made with Ichabod Bunker, dated April 25, 1857, at \$75 per annum.

Leave North Anson Saturday at 7 a. m.; arrive at New Vineyard by 11 a. m.

Leave New Vineyard Saturday at 1 p. m., arrive at North Anson by 5 p. m.

ROUTE No. 27.

From The Forks to Moose River, 31 miles, and back, twice a week.

Bidders' names.	Sum per annum.
David D. Blunt.....	\$900.
Wm. Blackden.....	800, one-horse carriage.
Otis Holden.....	775, two-horse carriage.
Chandler Baker.....	700, one-horse wagon or sleigh.
Michael Gilroy.....	400, two-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Michael Gilroy, dated April 25, 1857, at \$400 per annum.

Leave The Forks Tuesday and Saturday at 8 a. m.; arrive at Moose River by 6 p. m.

Leave Moose River Monday and Friday at 8 a. m.; arrive at The Forks by 4 p. m.

ROUTE No. 28.

From Skowhegan to Solon, 16 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Wm. Blackden	\$1,000, one-horse carriage.
D. D. Blunt.....	650, two-horse coach.
Chandler Baker	600, one-horse wagon or sleigh.
Greenleaf S. Hill.....	500, horse and carriage.
Jas. M. Jackman.....	445, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with James M. Jackman, dated April 25, 1857, at \$445 per annum.

Leave Skowhegan daily, except Sunday, at 7 a. m.; arrive at Solon by 11½ a. m.

Leave Solon daily, except Sunday, at 1½ p. m.; arrive at Skowhegan by 4½ p. m.

ROUTE No. 29.

From Skowhegan to Greenville, 48½ miles, and back, three times a week.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.
David D. Blunt	\$2,300, four-horse coach.
	1,700, two-horse coach.
Vassal D. Pinkham	1,000, two-horse coach.
	1,400, four-horse coach.
Wm. Blackden	1,000, one-horse coach.
Timothy E. Fogg	895.
W. K. Lancy	800, horse team. <i>Accepted April 25, 1857.</i>
Eliphalet J. Foss	1,000, one, two, or more horses, as required. No certainty. (After time.)

Contract made with W. K. Lancy, dated April 25, 1857, at \$800 per annum.
 Leave Skowhegan Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Greenville by
 7 p. m.
 Leave Greenville Monday, Wednesday, and Friday, at 6 a. m.; arrive at Snowhegan by
 7 p. m.

ROUTE No. 30.

From Abbot to Harmony, 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Jefferson Watson	\$450. ***.
David D. Blunt	400. ***.
	500, two-horse coach.
Wm. K. Lancy	300, horse team. <i>Accepted April 25, 1857.</i>

Contract made with W. K. Lancy, dated April 25, 1857, at \$300 per annum.
 Leave Abbot Monday and Friday at 11 a. m.; arrive at Harmony by 3 p. m.
 Leave Harmony Tuesday and Saturday at 11 a. m.; arrive at Abbot by 3 p. m.

ROUTE No. 31.

From Dover to Howland, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph Chase	\$194, two-horse coach.
Elisha McIntosh	174, two-horse coach.
Benjamin S. Cilley	155.
John Tilton	143, two-horse coach.
	148, commence at Foxcroft.
Lyman Lee	138, two-horse coach. <i>Accepted April 25, 1857.</i> (Commence at Foxcroft for same, \$138.)

Contract made with Lyman Lee, dated April 25, 1857, at \$138 per annum.
 Leave Dover Friday at 6 a. m.; arrive at Howland by 6 p. m.
 Leave Howland Saturday at 6 a. m.; arrive at Dover by 6 p. m.

ROUTE No. 32.

From Monson to Newport, 33 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John R. Libby	\$1,500, four-horse coach.
William A. Frye	1,200, two-horse coach.
Israel B. Norcross	1,194, two-horse coach.
Samuel D. Cushman	945, two-horse coach.
John Martin	800, two-horse coach.
B. K. Scribner	724.
V. D. Pinkham	700, four-horse coach.
	500, two-horse coach.
Timothy E. Fogg	495.
William K. Lancy	400, horse team. <i>Accepted April 25, 1857.</i>
	600, for this and No. 33.
A. W. Norris	480, two-horse coach. (After time.)

CONTRACTS FOR CARRYING THE MAILS.

Contract made with William K. Lancy, dated April 25, 1857, at \$400 per annum.

Leave Monson Tuesday, Thursday, and Saturday, at 4 a. m.; arrive at Newport by 1 p. m.

Leave Newport Monday, Wednesday, and Friday, at 11 a. m.; arrive at Monson by 8 p. m.

ROUTE No. 33.

From Dexter to Foxcroft, 14 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Samuel D Cushman	\$800, two-horse coach.
John B. Libby	700, four-horse coach.
Henry W. Norcross	395, two-horse coach.
B. K. Scribner	339.
William K. Lancy	300, horse team.
	600, for this and No. 32.
William A. Frye	200, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with William A. Frye, dated April 25, 1857, at \$200 per annum.

Leave Dexter daily, except Sunday, at 10 p. m.; arrive at Foxcroft next day by 2 a. m.

Leave Foxcroft daily, except Sunday, at 1 a. m.; arrive at Dexter by 5 a. m.

ROUTE No. 34.

From Brownsville to Katahdin Iron Works, 14 miles, and back, twice a week.

Bidders' names.	Sum per annum.
A. M. Shaw	\$344, two-horse coach.
Stephen F. Burton	194, two-horse coach.
Israel B. Norcross	174, two-horse coach. <i>Accepted April 24, 1857.</i>

Contract made with Isaac B. Norcross, dated April 25, 1857, at \$174 per annum.

Leave Brownsville Monday and Friday at 4 a. m.; arrive at Katahdin Iron Works by 8 a. m.

Leave Katahdin Iron Works Tuesday and Saturday at 4 a. m.; arrive at Brownsville by 8 a. m.

ROUTE No. 35.

From Mattawamkeag to Houlton, 55 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Monroe Young	\$4,000, four-horse coach.
Ebenezer Woodbury	2,000, four-horse coach.
Henry S. Wing	1,550, two-horse coach.
Ebenezer Woodbury	1,400, two-horse coach.
Timothy Herrin	909, four-horse coach.
Jno. V. Putnam	80,000. <i>Accepted April 25, 1857.</i>
	1,790, two-horse coach.
	2,350, four-horse coach.

Contract made with Jno. V. Putnam, dated April 25, 1857, at \$800 per annum.

Leave Mattawamkeag daily, except Sunday, at 4 a. m.; arrive at Houlton by 4½ p. m.

Leave Houlton daily, except Sunday, at 8 a. m.; arrive at Mattawamkeag by 8½ p. m.

ROUTE No. 36.

From Mattawamkeag to Patten, 35 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Alvan J. Hill	\$574, four-horse team.
Henry S. Wing	450, two-horse coach.
Alexis M. Randall	399, two-horse team.
Paul Peavey	265, two-horse carriage.
James B. Leslie	250, one-horse carriage.
James B. Hill	144, two-horse carriage. <i>Accepted April 25, 1857.</i>

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Contract made with James B. Hill, dated April 25, 1857, at \$144 per annum.
 Leave Mattawamkeag Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Patten by 5 p. m.
 Leave Patten Monday, Wednesday, and Friday, at 7 a. m.; arrive at Mattawamkeag by 5 p. m.

ROUTE No. 37.

From Matawamkeag to Nickaton, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry S. Wing.....	\$225 00, two-horse coach.
Josiah H. Snow	187 00.
John Q. Adams	149 00, one-horse carriage.
Charles A. Haynes.....	148 00, one-horse carriage.
Walter W. Flake	139 00.
Samuel W. Coombs.....	134 50, one-horse coach.
Lewis F. Stratton	99 00, two-horse conveyance.
	73 00. ***. Accepted April 25, 1857.

Accepted bidder being a postmaster, contract made with George H. Stratton, dated July 3, 1847, at \$73 per annum, from 1st July, 1857.

Leave Mattawamkeag Tuesday at 7 a. m.; arrive at Nickaton by 11 a. m.
 Leave Nickaton Tuesday at 2 p. m.; arrive at Mattawamkeag by 6 p. m.

ROUTE No. 38.

From Lincoln to Topsfield, 43 miles, and back, six times a week to Springfield, and twice a week the residue.

Bidders' names.	Sum per annum.
Samuel H. L. Whittier.....	\$1,200, four-horse coach to Springfield; two-horse wagon residue.
John Estes	825, two-horse coach.
Samuel H. L. Whittier.....	800, two-horse stage wagon.
Caleb P. Barker	650. ***.
James Drew	440, two horses.
Samuel H. L. Whittier.....	425, two horses. Accepted April 25, 1857.

Contract made with Samuel H. L. Whittier, dated April 25, 1857, at \$425 per annum.

Leave Lincoln daily, except Sunday, at 4 p. m.; arrive at Springfield by 11 p. m.
 Leave Springfield daily, except Sunday at 3 a. m.; arrive at Lincoln by 9 a. m.
 Leave Springfield Tuesday and Saturday at 4 a. m.; arrive at Topsfield by 10 a. m.
 Leave Topsfield Monday and Friday at 3 p. m.; arrive at Springfield by 9 p. m.

ROUTE No. 39.

From Lincoln Centre to Nickaton, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Benjamin L. Lovett.....	\$245.
Joseph B. Foss.....	237, two-horse stage.
Reuben E. Carpenter.....	225. ***.
John Estes	190. ***.
Samuel Bally	95. Accepted April 25, 1857.

Contract made with Samuel Bally, dated April 25, 1857, at \$95 per annum.

Leave Lincoln Centre Saturday at 7 a. m.; arrive at Nickaton by 12 m.
 Leave Nickaton Saturday at 2 p. m.; arrive at Lincoln Centre by 7 p. m.

ROUTE No. 40.

From Enfield to Burlington, 10½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Caleb P. Barker	\$200, *** , twice a week.
Joseph Porter	156, *** , twice a week.

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Caleb S. Barker	120. ⁰⁰⁰ .
Joseph Porter.....	104. ⁰⁰⁰ .
Wm. Batchelder	78. ⁰⁰⁰ .
	140, twice a week.
Levi Applebee	65. ⁰⁰⁰ .
	100, twice a week.
Caleb P. Barker	63. ⁰⁰⁰ .
	100, ⁰⁰⁰ , twice a week. <i>Accepted April 25, 1857.</i>

Contract made with Caleb P. Barker, dated April 25, 1857, at \$100 per annum.
 Leave Enfield Wednesday and Saturday at 1 p. m.; arrive at Burlington by 4 p. m.
 Leave Burlington Wednesday and Saturday at 7 a. m.; arrive at Enfield by 10 a. m.

ROUTE No. 41.

From Oldtown to Milo, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. M. Shaw.....	\$594 00, two-horse coach.
Caleb S. Barker	500 00. ⁰⁰⁰ .
Thos. P. Bunker.....	374 00, two-horse coach.
	600 00, three times a week.
Hazen W. Danforth.....	373 00, two-horse carriage, three times a week.
R. H. Hichburn.....	295 00, one-horse carriage.
H. W. Danforth.....	194 00, one-horse carriage.
	294 00, one-horse carriage, twice a week.
J. Hunton and J. Hichburn....	139 50. ⁰⁰⁰ .
Robert T. Grant.....	123 00, two-horse coach.
Stephen F. Barton.....	77 00, two-horse coach.
	47 00. ⁰⁰⁰ . <i>Accepted April 25, 1857.</i>

Contract made with Stephen F. Barton, dated April 25, 1857, at \$47 per annum.
 Leave Oldtown Thursday at 6 a. m.; arrive at Milo by 5 p. m.
 Leave Milo Friday, at 6 a. m.; arrive at Oldtown by 5 p. m.

ROUTE No. 42.

From Oldtown to Maxfield, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
Caleb P. Barker.....	\$500. ⁰⁰⁰ .
Thomas P. Bunker.....	195, two-horse coach.
Benjamin S. Cilley.....	155.
Elisha McIntosh.....	148, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Elisha McIntosh, dated April 25, 1857, at \$148 per annum.
 Leave Oldtown Wednesday at 6 a. m.; arrive at Maxfield by 2 p. m.
 Leave Maxfield Thursday at 6 a. m.; arrive at Oldtown by 2 p. m.

ROUTE No. 43

From Kenduskeag to Monson, 44 miles, and back, three times a week. Proposals to terminate route at Saugerville will be considered.

Bidders' names.	Sum per annum.
A. M. Shaw.....	\$1,994, four-horse coach.
Israel B. Norcross	1,895, four-horse coach.
Lemuel Nichols	986, four-horse stage. <i>Accepted April 25, 1857.</i>

Contract made with Lemuel Nichols, dated April 25, 1857, at \$986 per annum.
 Leave Kenduskeag Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Monson by 10 p. m.
 Leave Monson Monday, Wednesday, and Friday, at 4 a. m.; arrive at Kenduskeag by 3 p. m.

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ROUTE No. 44.

From East Corinth to Brownsville, 27 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Israel B. Norcross	\$595, two-horse coach.
Samuel Nichols	386, two-horse stage.
	425. 000.
Benjamin S. Cilley.....	395, two-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Benjamin S. Cilley, dated April 25, 1857, at \$395 per annum.

Leave East Corinth Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Brownsville by 8 p. m.

Leave Brownsville Monday, Wednesday, and Friday, at 6 a. m.; arrive at East Corinth by 1 p. m.

ROUTE No. 45.

From East Pittsfield to Cambridge, 20 miles, and back, three times a week.

Bidders' names.	Sum per annum.
David S. Hooper	\$474. 000
David D. Blunt.....	365, two-horse coach.
Wm. K. Lancy	200, horse team.
Benj. Hurd	100, four-horse coach. <i>Accepted April 25, 1857, with right to order daily service at \$200.</i>
	200, daily.

Contract made with Benj. Hurd, dated April 25, 1857, at \$100 per annum.

Leave Pittsfield Tuesday, Thursday, and Saturday, at 6½ p. m.; arrive at Cambridge by 10½ p. m.

Leave Cambridge Monday, Wednesday, and Friday, at 4 a. m.; arrive at East Pittsfield by 8 a. m.

ROUTE No. 46.

From Newport to Skowhegan, 25 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Geo. A. Fairfield	\$825, two-horse coach; six times a week.
	580, six times a week.
Elijah Wyman	550, two-horse coach.
Wm. C. Young.....	500.
	650, two-horse coach.
Jas. W. Hill.....	495, two-horse coach.
	363, one-horse coach.
Albion P. McMaster.....	490, coach and horses.
Wm. A. Frye.....	480, one-horse coach.
David D. Blunt	475, two-horse coach.
Geo. A. Fairfield.....	434, two-horse coach.
	295, one-horse carriage. <i>Accepted April 25, 1857.</i>
(After time.)	
Jno. Martin.....	450, two-horse coach.

Contract made with Geo. A. Fairfield, dated April 25, 1857, at \$295 per annum.

Leave Newport Monday, Wednesday, and Friday, at 9 a. m.; arrive at Skowhegan by ½ p. m.

Leave Skowhegan Tuesday, Thursday, and Saturday, at ½ p. m.; arrive at Newport by 5 p. m.

ROUTE No. 47.

From East Newport to Jackson, 14 miles, and back, three times a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Putnam Wilson	\$300, one-horse coach.
F. Ricker and P. H. Gordon.....	294. ***
Jas. Woodman	280, one-horse coach.
Frank. Ricker	275, two-horse coach.
Jeremiah Curtis	275, two-horse coach.
Jno. Clark.....	269, one-horse carriage.
David Boody.....	224, one-horse carriage.
Saml. Johnson	195. ***
Thos. J. Weymouth.....	150. (No guaranty or certificate.)
Saml. Johnson	145, ***, and two-horse coach part of time.
Henry C. Hamilton	100, two-horse coach. <i>Accepted April 25, 1857.</i>

Accepted bidder having failed, contract made with Jeremiah Curtis, dated August 13, 1857, at \$275 per annum.

Leave East Newport Monday, Wednesday, and Friday, at 9 a. m.; arrive at Jackson by 1 p. m.

Leave Jackson Monday, Wednesday, and Friday, at 2 p. m.; arrive at East wport by 6 p. m. No

ROUTE No. 48.

From East Newport to Exeter, 13 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Jeremiah Curtis	\$185, one-horse coach.
Jno. Clark.....	169, one-horse coach.
Putnam Wilson	125, one-horse coach.
(Not let.)	

ROUTE No. 49.

From Exeter to Etna, 12 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jeremiah Curtis	\$445, one-horse carriage.
Levi C. Flint.....	400, two-horse coach.
Jno. Hill.....	399, one-horse wagon.
Wm. P. Bean	249, one-horse carriage.
Jno. D. Prescott.....	246. <i>Accepted April 25, 1857.</i>

Contract made with Jno. D. Prescott, dated April 25, 1857, at \$246 per annum.

Leave Exeter Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Etna by 12 m.

Leave Etna Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Exeter by 4 p. m.

ROUTE No. 50.

From Exeter to Monson, 28 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Saml. D. Cushman.....	\$1,000, two-horse coach.
Israel B. Norcross	694, two-horse coach.
Wm. P. Bean	495, one-horse coach.
Levi C. Flint	475.
Jno. D. Prescott.....	384, one-horse carriage.
Wm. H. Bradford.....	375, two-horse coach. (See guaranty.)
	375, two-horse coach. <i>Accepted April 25, 1857.</i>
(After time.)	
Simon M. Prescott	312, two-horse wagon or coach.

Contract made with Wm. H. Bradford, dated April 25, 1857, at \$375 per annum.

Leave Exeter Monday and Thursday at 7 a. m.; arrive at Monson by 4 p. m.

Leave Monson Tuesday and Friday at 7 a. m.; arrive at Exeter by 4 p. m.

ROUTE No. 51.

From Etna to Northeast Dixmont, 6 miles, and back, twice a week.

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Bidders' names.	Sum per annum.
William Hill.....	\$190.
George S. Toothaker.....	175. ***. <i>Accepted April 25, 1857.</i>

Contract made with George S. Toothaker, dated April 25, 1857, at \$175 per annum.
 Leave Etna Tuesday and Saturday at 4 p. m.; arrive at Northeast Dixmont by 6 p. m.
 Leave Northeast Dixmont Tuesday and Saturday at 6½ p. m.; arrive at Etna by 8½ p. m.

ROUTE No. 52.

From Bangor to Oldtown, 12 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Elisha McIntosh	\$897, two-horse coach, three times a week.
William Jameson.....	200, railroad. 100, railroad to Upper Stillwater. <i>Accepted April 25, 1857.</i>

Contract made with William Jameson, dated April 25, 1857, at \$100 per annum.
 Leave Bangor daily, except Sunday, at 6 a. m.; arrive at Upper Stillwater by 7 a. m.
 Leave Upper Stillwater daily, except Sunday, at 6 p. m.; arrive at Bangor by 7 p. m.

ROUTE No. 53.

From Bangor, by Edington, to Calais, 92 miles, and back, six times a week.

Bidders' names.	Sum per annum.
John R. Libby	\$20,000, four-horse coach.
O. M. Shaw.....	13,900, four-horse coach.
John N. Farrar.....	8,000, two-horse wagon.
Monroe Young.....	8,000, two-horse coach.
John N. Farrar.....	7,500, one-horse wagon.
J. Levering & O. H. Libby.....	6,000, two-horse coach or sleigh. 4,950, one-horse coach or sleigh.
George W. Spratt	4,975, two-horse coach. <i>Accepted April 25, 1857.</i> 3,550, one-horse wagon. 850, one-horse carriage, once a week, East Edington to Alexander, 68 miles.
Harvey Ward.....	150, two-horse coach, three times a week, Bangor, by Edington, to East Edington, 11 miles.

Contract made with George W. Spratt, dated April 25, 1857, at \$4,975 per annum.
 Leave Bangor daily, except Sunday, at 8 p. m.; arrive at Calais next day by 2 p. m.
 Leave Calais daily, except Saturday, at 12 m.; arrive at Bangor next day by 6 a. m.

ROUTE No. 54.

From Bangor, by Brewer, to Calais, 126 miles, and back, six times a week.
 Proposals to divide the route at Narraguagus invited.

Bidders' names.	Sum per annum.
Samuel D. Cushman	\$17,000, four-horse coach,
O. M. Shaw.....	14,990, four-horse coach.
William A. Frye	14,600, four-horse coach to Narraguagus; two-horse coach residue.
J. Dingley & C. M. B	12,950, four-horse coach.
J. M. Hale & A. Mason.....	12,500, four-horse coach.
Vassal D. Pinkham	12,400, six-horse coach to Ellsworth; four-horse coach residue.
William Bennett	11,425, four-horse post coach. 9,900, two-horse coach.
Henry H. Edwards	10,474, two-horse coach.
George W. Spratt.....	7,421, two-horse covered carriage, Narraguagus to Calais.

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Bidders' names.	Sum per annum.
C. H. Shorey & W. D. Ramsdell.	6,200, four-horse coach, Narraguagus to Calais. <i>Accepted April 25, 1857.</i> —(See No. 54a.)
Monroe Young.....	5,250, four-horse coach, Bangor to Narraguagus.
George W. Spratt.....	4,575, two-horse covered carriage, Bangor to Narraguagus.
J. M. Hale & A. Mason.....	3,600, four-horse coach, Bangor to Narraguagus. <i>Accepted April 25, 1857.</i>
Stephen H. Jones	2,800. ***. Narraguagus to Calais.

Contract made with J. M. Hale & A. Mason, dated April 25, 1857, at \$3,600 per annum, for service from Bangor to Narraguagus.

Leave Bangor daily, except Saturday, at 9½ p. m.; arrive at Narraguagus next day by 8½ a. m.

Leave Narraguagus daily, except Sunday, at 6 a. m.; arrive at Bangor by 6 p. m.

ROUTE No. 54a.

From Narraguagus to Calais, 71 miles, and back, six times a week.

(See bids on No. 54.)

Contract made with Shorey & Ramsdell, dated April 25, 1857, at \$6,200 per annum.

Leave Narraguagus daily, except Sunday, at 9 a. m.; arrive at Calais by 10 p. m.

Leave Calais daily, except Sunday, at 10 a. m.; arrive at Narraguagus by 11 p. m.

ROUTE No. 55.

From Bangor to Castine, 35 miles, and back, six times a week.

Bidders' names.	Sum per annum.
William D. McLaughlin.....	\$1,200, four-horse coach.
Dan. Robinson & Jno. M. Hale, jr.	796, four-horse coach.
Sylvanus Jordan, jr.....	750, four-horse conveyance.
Walter Smith	590, two-horse post coach. <i>Accepted April 25, 1857.</i>

Contract made with Walter Smith, dated April 25, 1857, at \$590 per annum.

Leave Bangor daily, except Sunday, at 8 a. m.; arrive at Castine by 5 p. m.

Leave Castine daily, except Sunday, at 8 a. m.; arrive at Bangor by 5 p. m.; arriving at Bucksport by ½ p. m. going, and 12 m. returning.

ROUTE No. 56.

From Bangor to Belfast, 32 miles, and back, six times a week,

Bidders' names.	Sum per annum.
Charles D. Billings.....	\$1,856, two-horse carriage.
Robert Elliot	1,545, two-horse coach.
A. M. Shaw	1,190, four-horse coach.
W. G. Berry.....	1,185, two-horse coach.
Daniel Robinson.....	1,000, two-horse coach.
H. M. Lancaster.....	995, four-horse coach.
Isalah Mitchell.....	875, two-horse coach.
Henry S. Parker.....	845, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Henry S. Parker, dated April 25, 1857, at \$845 per annum.

Leave Bangor daily, except Sunday, at 6 a. m.; arrive at Belfast by 1 p. m.

Leave Belfast daily, except Sunday, at 2 p. m.; arrive at Bangor by 9 p. m.

ROUTE No. 57.

From Bangor to Hartland, 40 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Hiram Butterfield	\$897 00, two-horse coach.
Wm. D. McLaughlin.....	850 00, two-horse coach.
W. K. Lancy.....	800 00, horse team.
H. F. McLaughlin.....	721 50, two-horse coach.
Benjamin Hurd	295 00, two-horse coach. <i>Accepted April 25, 1857.</i>

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Contract made with Benjamin Hind, dated April 25, 1857, at \$295 per annum.
Leave Bangor Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Hartland by 5 p. m.
Leave Hartland Monday, Wednesday, and Friday, at 8 a. m.; arrive at Bangor by 5 p. m

ROUTE No. 58.

From Bangor to Athens, 54 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jason L. Hersey.....	\$2,000, four-horse coach to Dexter, two-horse coach residue.
John R. Libby.....	1,800, four-horse coach.
Joseph G. Nichols.....	1,750, four-horse coach to Dexter, two-horse coach residue.
Wm. D. McLaughlin.....	1,550, four-horse coach.
John Martin.....	1,525, two-horse coach.
Samuel D. Cushman.....	1,490, two-horse coach.
Henry K. Hersey.....	1,400, four-horse coach to Dexter, two-horse coach residue.
Edwin A. Ayer.....	1,390, two-horse coach.
W. K. Lancy.....	1,000, horse team.
Benjamin Hind.....	575, two-horse coach.
John Smith.....	393, two-horse coach. <i>Accepted April 25, 1857.</i>
John Martin.....	1,200, two-horse coach. <i>(After time.)</i>

Contract made with John Smith, dated April 25, 1857, at \$393 per annum.
Leave Bangor Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Athens by 7 p. m.
Leave Athens Monday, Wednesday, and Friday, at 6 a. m.; arrive at Bangor by 7 p. m

ROUTE No. 59.

From Bangor to Mattawamkeag, 62 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Samuel B. Jameson.....	\$4,500, four horses.
A. M. Shaw.....	3,900, four-horse coach.
V. D. Pinkham.....	3,200, four-horse coach.
Isaac S. Burton.....	2,900, two-horse coach.
Caleb P. Barber.....	1,980. 000.
Monroe Young.....	1,900, four-horse coach.
W. B. S. Moor.....	1,500, four horse coach.
	1,000, two-horse coach.
James Drew.....	850, four-horse coach.

Contract made with James Drew, dated April 25, 1857, at \$850 per annum.
Leave Bangor daily, except Sunday, at 6 a. m.; arrive at Mattawamkeag by 8 p. m.
Leave Mattawamkeag daily, except Sunday, at 6 a. m.; arrive at Bangor by 7 p. m.

ROUTE No. 60.

From Bangor to Brownsville, 38 miles, and back, three times a week.
Proposals for three additional weekly trips between Bangor and Bradford invited.

Bidders' names.	Sum per annum.
Wm. D. McLaughlin.....	\$894, four-horse coach.
Lemuel Nichols.....	886, four-horse stage.
A. M. Shaw.....	644, four-horse coach.
Fred. C. Morrill.....	549, two-horse coach.
Israel B. Norcross.....	494, two-horse coach.
Stephen F. Barton.....	337, two-horse coach.
	284, two-horse coach. <i>Accepted April 25, 1857.</i>
	600, three additional trips between Bangor and Bradford.

Contract made with Stephen F. Barton, dated April 25, 1857, at \$284 per annum.

CONTRACTS FOR CARRYING THE MAILS.

Leave Bangor Monday, Wednesday, and Friday, at 7 a. m. ; arrive at Brownsville by 6 p. m.

Leave Brownsville Tuesday, Thursday, and Saturday, at 7 a. m. ; arrive at Bangor by 6 p. m.

ROUTE No. 61.

From Bangor to Greenville, 61 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Samuel D. Cushman	\$2,950, two-horse coach.
Israel B. Norcross	2,500, four-horse coach.
Wm. P. Bean	1,700, two-horse coach to Exeter, one-horse coach residue.
A. M. Shaw	1,590, two-horse coach.
Levi C. Flint	1,425, two-horse coach.
Wm. H. Bradford	1,395, two-horse coach.
	1,395, two-horse coach.
Wm. K. Lancy	1,000, horse team. <i>Accepted April 25, 1857.</i>

Contract made with Wm. K. Lancy, dated April 25, 1857, at \$1,000 per annum.

Leave Bangor Monday, Wednesday, and Friday, at 5 a. m. ; arrive at Greenville by 9 p. m.

Leave Greenville Tuesday, Thursday, and Saturday, at 5 a. m. ; arrive at Bangor by 9 p. m.

ROUTE No. 62.

From Bangor to North Carmel, 12 miles, and back, three times a week.

Bidders' names.	Sum per annum.
J. B. Spratt	\$599, one-horse vehicle, South Levant to Bangor.
O. M. Shaw	294, two-horse coach.
Gorham Southard	180, one-horse coach. <i>Accepted April 25, 1857.</i>
Ruel W. Wilson	175, one-horse carriage ; end at South Levant.

Contract made with Gorham Southard, dated April 25, 1857, at \$180 per annum.

Leave Bangor Tuesday, Thursday, and Saturday, at 3 p. m. ; arrive at North Carmel by 6 p. m.

Leave North Carmel Tuesday, Thursday, and Saturday, at 8 a. m. ; arrive at Bangor by 12 m.

ROUTE No. 63.

From Hampden to Jackson, 21 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Mansur	\$305, three times a week ; <i>pro rata</i> for twice a week.
Isalah G. Ricker	120, one-horse wagon.
	300, three times a week.
Henry C. Hamilton	160, one-horse team.
	175, twice a week.
	225, three times a week.
David Boody	93, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with David Boody, dated April 25, 1857, at \$93 per annum.

Leave Hampden Saturday at 4 p. m. ; arrive at Jackson by 8 p. m.

Leave Jackson Saturday at 8 a. m. ; arrive at Hampden by 11 a. m.

ROUTE No. 64.

From Hampden to Brooks, 25 miles, and back, three times a week.

Bidders' names.	Sum per annum.
O. M. Shaw	\$890, two-horse coach.
Horace McKinney	471, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Horace McKinney, dated April 25, 1857, at \$471 per annum.

Leave Hampden Tuesday, Thursday, and Saturday, at 8 a. m. ; arrive at Brooks by 5 p. m.

Leave Brooks Monday, Wednesday, and Friday, at 8 a. m. ; arrive at Hampden by 5 p. m.

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ROUTE No. 65.

From Bucksport to South Deer Isle, 39 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Daniel Robinson.....	\$447, two-horse coach.
Haskell W. Hinkley	295, two-horse team. <i>Accepted April 25, 1857.</i>

Contract made with Haskell W. Hinkley, dated April 25, 1857, at \$295 per annum.

Leave Bucksport Tuesday and Friday at $\frac{1}{2}$ p. m. ; arrive at South Deer Isle next days by 10 a. m.

Leave South Deer Isle Tuesday and Friday at $\frac{1}{2}$ p. m. ; arrive at Bucksport next days by $\frac{1}{2}$ p. m.

ROUTE No. 66.

From Brewer Village to Bucksport, 15 miles, and back, once a week. Proposals for tri-weekly service invited.

Bidders' names.	Sum per annum.
Daniel Robinson.....	\$490, one-horse carriage, three times a week ; (schedule proposed)
Nathan D. Phillips	350. ** Three times a week. <i>Accepted April 25, 1857.</i>
Daniel Robinson.....	180, one-horse carriage.
Nathan Marston.....	142, one-horse carriage.
	375, three times a week.
Micajah Currier	140, one-horse carriage.
	400, three times a week.
Nathan D. Phillips.....	130. ***
(After time)	
Samuel N. B. Marston	125, one-horse wagon.
	298, three times a week.

Contract made with Nathan D. Phillips, dated April 25, 1857, at \$350 per annum.

Leave Brewer Village Tuesday, Thursday, and Saturday, at 9 a. m. ; arrive at Bucksport by $\frac{1}{2}$ p. m.

Leave Bucksport Tuesday, Thursday, and Saturday, at 1 p. m. ; arrive at Brewer Village by 4 p. m.

ROUTE No. 67.

From Ellsworth to Belfast, 36 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Monroe Young.....	\$550, two-horse coach.
Daniel Robinson & J. M. Hale, jr.	374, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Daniel Robinson and J. M. Hale, jr., dated April 25, 1857, at \$374 per annum.

Leave Ellsworth Tuesday, Thursday, and Saturday, at 1 $\frac{1}{2}$ p. m. ; arrive at Belfast by 9 $\frac{1}{2}$ p. m.

Leave Belfast Monday, Wednesday, and Friday, at 7 a. m. ; arrive at Ellsworth by 3 p. m.

ROUTE No. 68.

From Ellsworth to South West Harbor, 25 $\frac{1}{2}$ miles, and back, three times a week.

Bidders' names.	Sum per annum.
Leonard J. Thomas.....	\$935, three-horse coach.
Martin Strattan.....	445, two-horse coach when roads will permit,
Anson Mason & Dan'l Robinson.	445, two-horse coach.
John Smith.....	385, two-horse coach.
Sylvanus Jordon, jr.....	350, two-horse conveyance.
Rodney Forsaith	298, two-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Rodney Forsaith, dated April 25, 1857, at \$298 per annum.

Leave Ellsworth Monday, Wednesday, and Friday, at 12 m. ; arrive at South West Harbor by 7 p. m.

Leave South West Harbor Tuesday, Thursday, and Saturday, at 6 a. m. ; arrive at Ellsworth by 12 m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 69.

From Ellsworth to Castine, 31 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Monroe Young.....	\$400, two-horse coach.
Martin Stratton	385, two-horse carriage.
Anson Mason, John M. Hale, jr., and Daniel Robinson.	297, two-horse coach.
Sylvanus Jordon, jr.....	274.
Rodney Forsaith.....	250, two-horse coach nine months, one-horse coach residue.
John C. Macomber.....	190, two-horse coach.
Otis W. Kent.....	156, one-horse coach.
John Smith.....	143. *** Accepted April 25, 1857.

Contract made with John Smith, dated April 25, 1857, at \$143 per annum.

Leave Ellsworth Monday and Friday at 8 a. m.; arrive at Castine by 4 p. m.

Leave Castine Tuesday and Saturday at 8 a. m.; arrive at Ellsworth by 4 p. m.

ROUTE No. 70.

From Ellsworth to Great Pond, 34 miles, and back, once a week.

Bidders' names.	Sum per annum.
Anson Mason, John M. Hale, jr., & Daniel Robinson.	\$344 00, one-horse carriage.
Sylvanus Jordon, jr.....	234 00, one-horse conveyance.
Rodney Forsaith.....	200 00, one-horse coach.
John C. Macomber.....	185 00, one-horse coach.
Martin Stratton	175 00, one-horse wagon; end at Aurora, or from Ellsworth, by Mariaville, Amherst, and Waltham, to Aurora.
Monroe Young.....	172 50, one-horse wagon. Accepted April 25, 1857.

Contract made with Monroe Young, dated April 25, 1857, at \$172 50 per annum.

Leave Ellsworth Friday at 7 a. m.; arrive at Great Pond by 6 p. m.

Leave Great Pond Saturday at 7 a. m.; arrive at Ellsworth by 6 p. m.

ROUTE No. 71.

From Ellsworth to East Trenton, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
Monroe Young.....	\$145, horse and wagon.
Sylvanus Jordon, jr.....	117, one-horse conveyance.
A. B. Smith	Nett yield of offices.
Anson Mason, John M. Hale, jr., & Daniel Robinson.	87, one-horse carriage. Accepted April 25, 1857.

Contract made with Mason, Hale & Robinson, dated April 25, 1857, at \$87 per annum.

Leave Ellsworth Saturday at 9 a. m.; arrive at East Trenton by 11 a. m.

Leave East Trenton Saturday at 12 m.; arrive at Ellsworth by 2 p. m.

ROUTE No. 72.

From Ellsworth to Narraguagas, 33 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Milton Tufts.....	\$635, one-horse wagon. 695, by Millbridge.
A. H. Sturgis & J. U. McCollum.	590, two-horse carriage.
Anson Mason, John M. Hale, jr., & Daniel Robinson.	498, two-horse coach.
Martin Stratton	487, two-horse carriage when practicable; East Sullivan omitted, and Millbridge inserted.

Bidders' names.	Sum per annum.
John Lynch.....	\$440, two-horse carriage.
William Guptill.....	429. 000
Ambrose H. Sturgis & George A. Lynch.	415, two-horse coach.
Rodney Forsaith.....	400, two-horse coach nine months, one-horse carriage residue, and supply Millbridge as often as heretofore.
Sylvanus Jordon, jr.....	395, two-horse carriage.
John Lynch.....	287, 000. <i>Accepted April 25, 1857.</i>

Contract made with John Lynch, dated April 25, 1857, at \$287 per annum.
 Leave Ellsworth Monday, Wednesday, and Friday, at 8 a. m.; arrive at Narraguagus by 5 p. m.
 Leave Narraguagus Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Ellsworth by 5 p. m.

ROUTE No. 73.

From West Trenton to East Eden, 11 miles, and back, three times a week to Eden, and twice a week residue.

Bidder's name.	Sum per annum.
William Thompson	\$173, one-horse carriage.

Contract made with William Thompson, dated April 25, 1857, at \$173 per annum.
 Leave West Trenton Monday, Wednesday, and Friday, at 1 p. m.; arrive at Eden by 2 p. m.
 Leave Eden Wednesday and Friday at 2 p. m.; arrive at East Eden by 4 p. m.
 Leave East Eden Wednesday and Friday at 5 p. m.; arrive at Eden by 6 p. m.
 Leave Eden Monday, Wednesday, and Friday, at 6 p. m.; arrive at West Trenton by 8 p. m.

ROUTE No. 74.

From Southwest Harbor to Cranberry Isles, 4 miles, and back, once a week.

(No bidders.)

Contract made, after negotiation, with Joseph Harding, dated September 11, 1857, at \$52 per annum, from July 1, 1857.

Leave Southwest Harbor Wednesday at 3 p. m., or on arrival of western mail; arrive at Cranberry Isles by 4½ p. m.

Leave Cranberry Isles Saturday at 1 p. m.; arrive at Southwest Harbor by 2½ p. m.

ROUTE No. 75.

From Narraguagus to Beddington, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ambrose H. Sturgis.....	\$180, one-horse carriage.
William Guptill	174. 000
H. A. Libby	165, one-horse wagon. <i>Accepted April 25, 1857.</i>
W. G. Guptill (After time.)....	150, one-horse carriage.

Contract made with H. A. Libby, dated April 25, 1857, at \$165 per annum.
 Leave Narraguagus Wednesday at 8 a. m.; arrive at Beddington by 2 p. m.
 Leave Beddington Wednesday at 3 p. m.; arrive at Narraguagus by 9 p. m.

ROUTE No. 76.

From Machias to Machiasport, 4 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Nathaniel Huckings.....	\$90, one-horse wagon or sleigh.
George Hanscom	85, one-horse wagon.
Matthew Clare	80, one-horse wagon. <i>Accepted April 25, 1857.</i>



CONTRACTS FOR CARRYING THE MAILS.

Contract made with Matthew Clare, dated April 25, 1857, at \$80 per annum.

Leave Machias Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Machiasport by 11 a. m.

Leave Machiasport Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Machias by 9 a. m.

ROUTE No. 77.

From Machias to Princeton, 49 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jno. Armstrong	\$398, one-horse wagon or sleigh.
Joseph Leverin	375, one-horse wagon or sleigh.
Henry A. Sprague	365, one-horse wagon or sleigh; schedule changed.
Geo. W. Smith	349, horse and wagon.
Wm. Smith	329, horse and wagon.
Geo. M. B. Sprague	320, ***, schedule reversed.
S. S. Sevey	312, one-horse wagon or sleigh.
Alvan Chandler	312, one-horse wagon.
Thos. G. Watts	308, one-horse wagon.
Moses S. Hughes	300, one-horse carriage.
David O. D. Hanscom	299, one-horse wagon.
Jno. H. Gray	295, one-horse wagon.
Wm. Inglee	290, horse and wagon.
Gilbert Beverly	241, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract ordered with Gilbert Beverly, dated April 25, 1857, at \$249 per annum. Failed, and contract made with Wm. Inglee, dated July 11, 1857, at his bid of \$290 per annum.

Leave Machias Tuesday at 4 a. m.; arrive at Princeton by 8 p. m.

Leave Princeton Wednesday at 4 a. m.; arrive at Machias by 8 p. m.

ROUTE No. 78.

From East Machias to Lubec, 23 miles, and back, six times a week.

Bidder's name.	Sum per annum.
William Rogers	\$590, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with William Rogers, dated April 25, 1857, at \$590 per annum.

Leave East Machias daily, except Sunday, at 5 a. m.; arrive at Lubec by 11 a. m.

Leave Lubec daily, except Sunday, at 12 m.; arrive at East Machias by 6 p. m.

ROUTE No. 79.

From East Machias to Cutler, 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Ackley	\$75, one-horse team.
Luther Hall	75, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Luther Hall, dated April 25, 1857, at \$75 per annum.

Leave East Machias Wednesday at 8 a. m.; arrive at Cutler by 12 m.

Leave Cutler Wednesday at 2 p. m.; arrive at East Machias by 6 p. m.

ROUTE No. 80.

From East Machias to Cooper, 20 miles, and back, once a week.

Bidder's name.	Sum per annum.
Elisha C. Folsom	\$130, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Elisha C. Folsom, dated April 25, 1857, at \$130 per annum.

Leave East Machias Saturday at 7 a. m.; arrive at Cooper by 12 m.

Leave Cooper Saturday at 1 p. m.; arrive at East Machias by 6 p. m.

ROUTE No. 81.

From Dennyville to Red Beach, 22 miles, and back, six times a week, with a branch from Pembroke to Eastport, 14 miles, to be run in due connexion.

Proposals to extend to Calais, increasing distance 8 miles, invited.

Bidders' names.	Sum per annum.
Theodore Casey	\$3,000, four-horse coach, extend to Calais.
	2,600, four-horse coach.
G. A. Wilder & A. D. Libby ...	1,800. ***
	1,900, end at Calais.
Geo. W. Spratt.....	1,700, two-horse carriage.
	250, additional two-horse coach, extend to Calais.
Vassal D. Pinkham	1,600, two-horse coach.
	440, additional two-horse coach, extend to Calais.
Wm. Bennett.....	1,475, two-horse coach to Red Beach, four-horse coach to Eastport.
S. H. Jones.....	1,300, two-horse coach.
	1,450, extend to Calais.
Jno. S. Smith.....	1,150, two-horse carriage.
	250, additional, extend to Calais.
Stephen H. Jones.....	1,100. ***
	100, additional, extend to Calais.
Jno. S. Smith	950. ***
	200, additional, extend to Calais. } <i>Accepted April 25,</i>
Monroe Young & George W. L. Barnham.	925, two-horse coach, (withdrew.) } 1857.

Contract made with Jno. S. Smith, dated April 25, 1857, at \$1,150 per annum.
 Leave Dennyville daily, except Sunday, on the arrival of the mail on No. 54—say at 6½ p. m.; arrive at Calais next day by 7 a. m.
 Leave Calais daily, except Sunday, at 7 a. m.; arrive at Dennyville by 1½ p. m.

ROUTE No. 82.

From Charlotte to Alexander, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
Increase H. Fisher.....	\$110.
Isaiah Damon.....	102, one-horse carriage.
Thomas Annas, jr.....	100, horse and carriage.
David Howe.....	97, one-horse wagon.
Charles Huff.....	94.
Hosea Smith.....	92, one-horse carriage.
Increase H. Fisher.....	89, one horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Increase H. Fisher, dated April 25, 1857, at \$89 per annum.
 Leave Charlotte Saturday at 8 a. m.; arrive at Alexander by 1 p. m.
 Leave Alexander Saturday at 2 p. m.; arrive at Charlotte by 7 p. m.

ROUTE No. 83.

From Calais to Houlton, 95 miles, and back, three times a week.

Bidder's name.	Sum per annum.
James Lander.....	\$1,500, four-horse post-coach to Topsfield; two-horse stage wagon residue.
	1,200, two-horse stage wagon. <i>Accepted April 25, 1857.</i>

Contract made with James Lander, dated April 25, 1857, at \$1,200 per annum.
 Leave Calais Monday, Wednesday, and Friday, at 8½ a. m.; arrive at Houlton next days by 8½ p. m.
 Leave Houlton Monday, Wednesday, and Friday, at 7 a. m.; arrive at Calais next days by 7 p. m.

ROUTE No. 84.

From Haynesville to Weston, 16 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Albert Kelley.....	\$250, one-horse conveyance.

Leave Haynesville Tuesday and Saturday at 1 p. m.; arrive at Weston by 5 p. m.
 Leave Weston Tuesday and Saturday at 7 a. m.; arrive at Haynesville by 12 m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 85.

From Houlton to Woodstock, 14 miles, and back, six times a week.

Bidders' names.	Sum per annum.
John V. Putnam.....	\$350, two-horse coach.
Charles Glidden.....	175, two-horse coach.
William Martin.....	150, two-horse post-coach.
Charles Glidden.....	80, two-horse coach.
James H. Russell.....	75, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with James H. Russell, dated April 25, 1857, at \$75 per annum.

Leave Houlton daily, except Sunday, at 5½ p. m.; arrive at Woodstock by 8½ p. m.

Leave Woodstock daily, except Sunday, at 5 a. m.; arrive at Houlton by 8 a. m.

ROUTE No. 86.

From Houlton to Presque Isle, 42 miles, and back, three times a week. Proposals for three additional trips will be considered.

Bidders' names.	Sum per annum.
Charles Dunn.....	\$850, two-horse post-coach. 750, additional for three additional trips. 750, two-horse post-coach.
Albion P. Wellington.....	439, two-horse carriage. 539, two-horse carriage; expedited schedule.
Merrill Blanchard.....	390, two-horse coach. 650, three additional trips.
James Martin.....	375, two-horse coach. <i>Accepted April 25, 1857.</i> 750, six times a week. 425, two-horse coach. 850, six times a week.

Contract made with James Martin, dated April 25, 1857, at \$375 per annum.

Leave Houlton Monday, Wednesday, and Friday, at 7½ a. m.; arrive at Presque Isle by 8 p. m.

Leave Presque Isle Tuesday, Thursday, and Saturday, at 6½ a. m.; arrive at Houlton by 8 p. m.

ROUTE No. 87.

From Houlton to Rockabema, 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
James B. Leslie.....	\$250 00, one-horse carriage.
Luther Glidden.....	195 00, two-horse carriage.
Ivory Jeffers.....	170 00, one-horse carriage.
Ivory Colbrath.....	74 50, two-horse carriage. <i>Accepted April 25, 1857.</i> 45 00, two-horse carriage, (after time.)

Contract made with Ivory Colbrath, dated April 25, 1857, at \$74 50 per annum.

Leave Houlton Thursday at 7 a. m.; arrive at Rockabema by 1 p. m.

Leave Rockabema Friday at 1 p. m.; arrive at Houlton by 7 p. m.

ROUTE No. 88.

From Presque Isle to Fort Fairfield, 11 miles, and back, twice a week.

Proposals for extension of the route to the boundary line, and for an additional trip per week invited.

Bidders' names.	Sum per annum.
Charles W. Eastman.....	\$175, one-horse wagon. 199, one-horse wagon, three times a week.
Albion P. Wellington.....	140, two-horse carriage. 175, two-horse carriage, three times a week; schedule proposed. 185, two-horse carriage, three times a week; schedule proposed.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.
Jackson Dockendorff.....	120, two-horse wagon. 175, two-horse wagon, three times a week. <i>Accepted April 25, 1857, with right to order extension, at \$200.</i> 200, two-horse wagon, three times a week, end at State line.

Contract made with Jackson Dockendorff, dated April 25, 1857, at \$175 per annum.
Leave Presque Isle Monday, Wednesday, and Friday, on arrival of Houlton mail—say at 7 p. m.: arrive at Fort Fairfield by 10 p. m.
Leave Fort Fairfield Tuesday, Thursday, and Saturday, at 4 a. m.; arrive at Presque Isle by 7 a. m.

ROUTE No. 89.

From Presque Isle to Fort Kent, 80 miles, and back, once a week.

Bidders' names.	Sum per annum.
David F. Adams.....	\$500.
Wm. Burgess, jr.....	350, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Wm. Burgess, jr., dated April 25, 1857, at \$350 per annum.
Leave Presque Isle Monday on arrival of Houlton mail—say at 8 p. m.; arrive at Fort Kent Thursday by 7 p. m.
Leave Fort Kent Friday at 6 a. m.; arrive at Presque Isle Monday by 5 p. m.

ROUTE No. 90.

From Presque Isle to Aroostook, 23 miles, and back, twice a week.
Proposals for an additional trip invited.

Bidders' names.	Sum per annum.
Daniel H. Heald.....	\$400 00, two-horse wagon. 500 00, two-horse wagon, three times a week.
Albion P. Wellington.....	300 00, two-horse carriage. 439 00, two-horse carriage; schedule proposed. 450 00, two-horse carriage; expedited schedule proposed.
Jackson Dockendorff.....	290 00, two-horse wagon. 395 00, two-horse wagon, three times a week.
Emery H. Orcutt.....	249 00, two-horse carriage. 349 00, two-horse carriage, three times a week.
Charles W. Eastman.....	249 00, two-horse wagon. 275 00, two-horse wagon, three times a week. <i>Accepted April 25, 1857.</i>
George Dingee.....	248 50, two-horse wagon 348 50, two-horse wagon, three times a week.

Contract made with Charles W. Eastman, dated April 25, 1857, at \$275 per annum.
Leave Presque Isle Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Aroostook by 6 p. m.
Leave Aroostook Monday, Wednesday, and Friday, at 8 a. m.; arrive at Presque Isle by 6 p. m.

ROUTE No. 91.

From Patton to Fort Kent, 94 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. F. Hill & J. C. Grant.....	\$944, two-horse coach.
James B. Hill.....	656. 100, additional for additional trip from Patton to No. 11.
Peter G. Noyes.....	497, one or two horses.
Paul Peavey.....	450, two-horse carriage. 375, one-horse carriage.
James B. Leslie.....	294, one-horse carriage. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract made with James B Leslie, dated April 25, 1857, at \$294 per annum.

Leave Patton Friday at 6 a. m.; arrive at Fort Kent Sunday by 6 p. m.

Leave Fort Kent Monday at 6 a. m.; arrive at Patton Wednesday by 6 p. m.

ROUTE No. 92.

From Belfast to Waterville, 37 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Alfred Marshall	\$984, four-horse coach to Freedom; two-horse coach residue.
Robert Elliott	745, two-horse coach.
Vassal D. Pinkham	650, two-horse coach.
Wm. Ross	642, two-horse coach.
Henry S. Parker	635, two-horse coach.
Josiah Mitchell	287, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Josiah Mitchell, dated April 25, 1857, at \$287 per annum.

Leave Belfast Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Waterville by 6 p. m.

Leave Waterville Monday, Wednesday, and Friday, at 7 a. m.; arrive at Belfast by 4 p. m.

ROUTE No. 93.

From Belfast to Jackson, 16 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Frank Ricker	\$410, two-horse coach, extend to East Newport, over No. 47.
Israel B. Norcross	394. <i>ooo.</i>
F. Ricker & P. H. Gordon	194. <i>ooo.</i>
F. Ricker	180, two-horse coach.
Charles Brown	135, two-horse coach.
	109, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Charles Brown, dated April 25, 1857, at \$109 per annum.

Leave Belfast Tuesday, Thursday, and Saturday, at 2½ p. m.; arrive at Jackson by 7 p. m.

Leave Jackson Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Belfast by 11½ a. m.

ROUTE No. 94.

From Rockland to Belfast, 27 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Robert Elliott	\$1,500, two-horse coach.
Tim. E. Fogg	1,150.
Wm. G. and John T. Berry	900, two-horse coach.
William G. Berry	845, two-horse coach.
Humphrey N. Lancaster	815, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Humphrey N. Lancaster, dated April 25, 1857, at \$815 per annum.

Leave Rockland daily, except Sunday, on arrival of the mail from Bath—say at 10 p. m.; arrive at Belfast next day by 4 a. m.

Leave Belfast daily, except Sunday, at 2 a. m.; arrive at Rockland same day by 7½ a. m.

ROUTE No. 95.

From Rockland to Bath, 49 miles, and back, twelve times a week.

Bidders' names.	Sum per annum.
John T. and Wm. G. Berry	\$4,995, four-horse coach.
Vassal D. Pinkham	2,800, four-horse coach. <i>Accepted April 25, 1857.</i>
	2,600, four-horse coach Bath to Damariscotta, and two-horse coach Damariscotta to Rockland on the second daily trip.

Contract ordered with Vassal D. Pinkham, dated April 25, 1857, at \$2,800 per annum. Failed, and contract made with John T. and Wm. G. Berry, at \$4,995 per annum, from 1st July, 1857.

Leave Rockland daily, except Sunday, at 7 a. m. and $\frac{1}{2}$ p. m.; arrive at Bath same day by 6 p. m., and next day by $\frac{1}{2}$ p. m.

Leave Bath daily, except Sunday, at 8 a. m. and $3\frac{1}{2}$ p. m.; arrive at Rockland same day by 7 p. m., and next day by $3\frac{1}{2}$ a. m.

ROUTE No. 96.

From Rockland to North Haven, 18 miles, and back, twice a week for nine months, and once a week residue of year.

Bidder's name.	Sum per annum.
Ephraim Mills	\$118, packet Livermore (twenty-five tons burden.) <i>Accepted April 25, 1857.</i>

Contract made with Ephraim Mills, dated April 25, 1857, at \$118 per annum.

Leave Rockland Tuesday and Saturday at 7 a. m.; arrive at North Haven by 5 p. m.

Leave North Haven Monday and Friday at 7 a. m.; arrive at Rockland by 5 p. m.

ROUTE No. 97.

From Thomaston to South St. George, 16 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Elijah N. Henderson	\$95, one-horse team.
Allen Henderson	94, one-horse team.
Archibald Watts	90, two-horse carriage. <i>Accepted April 25, 1857.</i>
	180, two-horse carriage, four times a week.

Contract made with Archibald Watts, dated April 25, 1857, at \$90 per annum.

Leave Thomaston Monday and Thursday at 2 p. m.; arrive at South St. George by 7 p. m.

Leave South St. George Monday and Thursday at 6 a. m.; arrive at Thomaston by 12 m.

ROUTE No. 98.

From Thomaston to Friendship, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
Alexander Young	\$100, one horse wagon, twice a week.
Andrew W. Collamore	70, one-horse wagon.
Alexander Young	68, one-horse wagon. <i>Accepted April 25, 1857.</i>
John Davis	67, schedule reversed, no guaranty or certificate.

Contract made with Alexander Young, dated April 25, 1857, at \$68 per annum.

Leave Thomaston Thursday at 8 a. m.; arrive at Friendship by 12 m.

Leave Friendship Thursday at 2 p. m.; arrive at Thomaston by 6 p. m.

ROUTE No. 99.

From Camden to Searsmont, 17 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Josiah S. Hobbs	\$200, one-horse wagon.
Ephraim W. Gould	194, one-horse wagon.
Watson H. Hopkins	180, one-horse wagon.
Josiah Hopkins	168, one-horse wagon. <i>Accepted April 25, 1857.</i>

Contract made with Josiah Hopkins, dated April 25, 1857, at \$168 per annum.

Leave Camden Wednesday and Saturday on arrival of western mail—say at $8\frac{1}{2}$ a. m.; arrive at Searsmont by $\frac{1}{2}$ p. m.

Leave Searsmont Wednesday and Saturday at $1\frac{1}{2}$ p. m.; arrive at Camden by 6 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 100.

From Newcastle to Pemaquid, 9 miles, and back, six times a week—supplying Round Pond from Bristol, 3 miles, three times a week, in due connexion.

Bidders' names.	Sum per annum.
V. D. Pinkham	\$500, one-horse carriage.
Benjamin F. Tabor	400.
John T. and William G. Berry..	395. ***.
Oren Russell.....	300, one-horse wagon.
John Fossett.....	352. ***.
Samuel T. Hinds	293, one-horse wagon.
M. M. Snow	280. ***. <i>Accepted April 25, 1857.</i>

Contract made with M. M. Snow, dated April 25, 1857, at \$280 per annum.

Leave Newcastle daily, except Sunday, at 8 p. m.; arrive at Pemaquid by 10 p. m.

Leave Pemaquid daily, except Sunday, at 6 p. m.; arrive at Newcastle by 8 p. m.

ROUTE No. 101.

From Wiscasset to Hodgdon's Mills, 17 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Willard Holden	\$297, one-horse wagon.
Charles Cosey.....	249, one-horse team.
John T. and William G. Berry..	166. ***. <i>Accepted April 25, 1857.</i>

Contract made with John T. and William G. Berry, dated April 25, 1857, at \$166 per annum.

Leave Wiscasset Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Hodgdon's Mills by 7 p. m.

Leave Hodgdon's Mills Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Wiscasset by 12 m.

ROUTE No. 102.

From Bath to Parker's Head, 14 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Cyrus M. Plummer	\$300. ***. <i>Accepted April 25, 1857.</i>

Contract made with Cyrus M. Plummer, dated April 25, 1857, at \$300 per annum.

Leave Bath daily, except Sunday, at 12 m.; arrive at Parker's Head by 4 p. m.

Leave Parker's Head daily, except Sunday, at 7 a. m.; arrive at Bath by 11 a. m.

ROUTE No. 103.

From Alna to Gardiner, 16 miles, and back, five times a week.
(Not let. Covered by No. 107.)

ROUTE No. 104.

From Dresden Mills to Richmond, 7 miles, and back, three times a week.

Bidder's name.	Sum per annum.
William Hondlette	\$125. ***. <i>Accepted April 25, 1857.</i>

Contract made with William Hondlette, dated April 25, 1857, at \$125 per annum.

Leave Dresden Mills Monday, Wednesday, and Saturday, at 1 p. m.; arrive at Richmond by 2½ p. m.

Leave Richmond on Monday, Wednesday, and Saturday, at 3½ p. m.; arrive at Dresden Mills by 5 p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 105.

From Richmond to Lewiston, 22 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Charles H. Haskell	\$500, one-horse carriage.
David Billings	392, one horse wagon.
Timothy E. Fogg.....	325, schedule changed.
Sam. Odierne and Benj. Costelow	125, one-horse carriage, end at Richmond Corner.
Orrin Taylor, (after time.).....	600, for this and No. 106 combined. No guaranty.

Leave Richmond Monday, Wednesday, and Friday, at 6 a. m.; arrive at Lewiston by 1 p. m.

Leave Lewiston Monday, Wednesday, and Friday, at 2 p. m.; arrive at Richmond by 9 p. m.

Contract made with Timothy E. Fogg, dated June 27, 1857, at \$148 per annum, for three times a week service from Richmond, by Richmond Corner, to Litchfield Corner, from July 1, 1857.

ROUTE No. 106.

From Gardiner to Sabatus, 20 miles, and back, three times a week.

Bidders' names.	Sum per annum.
David Farrow.....	\$575, one-horse carriage. Gardiner, by West Gardiner Centre, South Litchfield, Litchfield Corner, and Sabatus, to Lewiston.
	500, one-horse carriage.
John M. Pond	400. ***.
Jeff. Bran	385, one-horse carriage. <i>Accepted April 25, 1857.</i>
Timothy E. Fogg.....	365.

Leave Gardiner Monday, Wednesday, and Friday, at 9 a. m.; arrive at Sabatus by 3 p. m.

Leave Sabatus Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Gardiner by 3 p. m.

June 25, 1857, acceptance of Jeff. Bran *rescinded*, and contract made with Timothy E. Fogg, at \$438 per annum, with change of route to run from Gardiner, by West Gardiner Centre, South Litchfield, Litchfield Corner, and Sabatus, to Lewiston.

Schedule changed.

ROUTE No. 106a.

From East Wales to South Litchfield, 7 miles, and back, three times a week.

Contract made with Timothy E. Fogg, dated June 24, 1857, at \$125 per annum.

Leave East Wales Tuesday, Thursday, and Saturday, at 12 m.; arrive at South Litchfield by 1½ p. m.

Leave South Litchfield Tuesday, Thursday, and Saturday, at 1½ p. m. or on arrival of No. 106; arrive at East Wales by 3 p. m.

ROUTE No. 107.

From Gardiner to Newcastle, 22 miles, and back, three times a week. Proposals for three additional trips will be considered.

Bidders' names.	Sum per annum.
John D. Gardiner.....	\$900. ***. Six times a week.
J. Abbott and J. F. Holmes....	747, two-horse coach.
	1,347, two-horse coach, six times a week.
John D. Gardiner.....	650, two-horse coach, in day time.
David Lander.....	600, one-horse carriage.
	800, two-horse carriage.
C. E. Baily and O. Palmer.....	589, wagon or sleigh.
Jefferson Bran	440, one-horse carriage.
John D. Gardiner	440, one-horse conveyance in day time.
Jno. T. Berry and Wm. G. Berry..	398, two-horse coach.
	350, add'l for 3 add'l trips. } <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract made with John T. and William G. Berry, dated April 25, 1857, at \$748 per annum.

Leave Gardiner daily, except Sunday, at 2 p. m.; arrive at Newcastle by 8 p. m.

Leave Newcastle daily, except Sunday, at 6 a. m.; arrive at Gardiner by 12 m.

ROUTE No. 108.

From Portland to Portsmouth, N. H., 52½ miles, and back, twelve times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Portland, Saco, and Portsmouth Railroad Company.	\$7,837 50, railroad cars twelve times a week, and as frequently as cars run, if required, with extra compensation if Canada mails are carried on railroad from British steamers from East Boston. <i>Accepted June 8, 1857</i> , without condition as to conveyance of Canada mails.

Contract made with Portland, Saco, and Portsmouth Railroad Company, (J. Goodwin, president,) dated June 8, 1857, at \$7,837 50 per annum.

ROUTE No. 109.

From Portland to Waterville, 78 miles, and back, twelve times a week, with branch from Brunswick to Bath, 9 miles, and back, in due connexion, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

No bid. Contract ordered October 21, 1857, with the Kennebeck and Portland Railroad Company, at \$7,800 for twelve times a week service from Portland to Augusta, from July 1, 1857.

ROUTE No. 110.

From Portland to the Canada line, 165 miles, and back, twelve times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Grand Trunk Railway, by Chas. E. Barrett.	\$49,500, twelve times a week. 33,000, six times a week, and twelve times a week as long as they run so often—say about six months. 24,750, twelve times a week to South Paris, and six times a week residue.

Contract ordered December 7, 1857, with the Grand Trunk Railway Company, of Canada, lessees, &c., by Charles E. Barrett, of Portland, Maine, attorney, at \$16,500 per annum, from July 1, 1857; service twelve times a week to South Paris, and six times a week residue.

ROUTE No. 111.

From Portland to Bar Mills, 18 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Austin P. Hill	\$845, railroad.
York and Cumberland Railroad Company.	800, railroad cars. <i>Accepted June 8, 1857</i> , including side service.

Contract made with York and Cumberland Railroad Company, dated June 8, 1857, at \$800 per annum.

Leave Portland daily, except Sunday, at 7½ a. m.; arrive at Bar Mills by 9 a. m.

Leave Bar Mills daily, except Sunday, at 2 p. m.; arrive at Portland by 3½ p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 112.

From Portland to Conway, 59 miles, and back, six times a week to Standish, and three times a week residue.

Bidders' names.	Sum per annum.
Charles Sanborn.....	\$887, four-horse coach Fryeburgh to Standish; two-horse coach residue.
Isaac Dyer	640, two-horse coach. ***.
Nahum Clough.....	600. ***.
Isaac Dyer	595, two horses. ***.
Nahum Clough.....	585, four-horse coach. <i>Accepted April 25, 1857.</i>
Eben Howe.....	580, two-horse coach, or as many more horses and coaches as are necessary to carry all the mail.
Nahum Clough.....	570, two-horse coach.

Contract made with Nahum Clough, dated April 25, 1857, at \$585 per annum.
 Leave Portland daily, except Sunday, at 3½ p. m.; arrive at Standish by 6½ p. m.
 Leave Standish daily, except Sunday, at 7½ a. m.; arrive at Portland by 10½ a. m.
 Leave Standish Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Conway by 4½ p. m.
 Leave Conway Monday, Wednesday, and Friday, at 6 a. m.; arrive at Standish by 4½ p. m.

ROUTE No. 113.

From Portland to Bridgeton, 40 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Tim. E. Fogg.....	\$900.
Job Cushman.....	695, two-horse coach.
Thos. S. Abbot.....	590, two-horse post-coach.
Rich. Gage.....	425. ***. <i>Accepted April 25, 1857.</i>

Contract made with Rich. Gage, dated April 25, 1857, at \$425 per annum.
 Leave Portland Tuesday, Thursday, and Saturday, at 7 a. m., arrive at Bridgeton by 3 p. m.
 Leave Bridgeton Monday, Wednesday, and Saturday, at 8 a. m.; arrive at Portland by 4 p. m.

ROUTE No. 114.

From Portland to Mechanics' Falls, 34 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Tim. E. Fogg.....	\$575.
G. G. Waterhouse.....	545, two-horse coach.
Geo. R. Kimball.....	425, two-horse coach.
	387, one-horse coach. ***.
Wm. P. Merrill.....	395, four-horse coach to Gray; two-horse coach residue. <i>Accepted April 25, 1857.</i>

Contract made with Wm. P. Merrill, dated April 25, 1857, at \$395 per annum.
 Leave Portland Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Mechanics' Falls by 3 p. m.
 Leave Mechanics' Falls Monday, Wednesday, and Friday, at 9 a. m.; arrive at Portland by 5 p. m.

ROUTE No. 115.

From Biddeford to Limerick, 30 miles, and back, six times a week, with a branch from West Buxton, to Limington, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Isaac Dyer	\$1,090, two-horse coach. ***.
Samuel G. Chadbourne.....	993, two-horse post-coach.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Levi Clough	900. ***.
Albert S. Weeks	500. ***.
	480, two-horse coach. <i>Accepted April 25, 1857.</i>
Levi Clough	124. ***. Six additional trips, Bar Mills to Hollis Centre.

Contract made with Albert S. Weeks, dated April 25, 1857, at \$480 per annum.

Leave Biddeford daily, except Sunday, at 12 m.; arrive at Limerick by 8 p. m., and at Limington by 8 p. m.

Leave Limerick daily, except Sunday, at 6 a. m., and Limington at 6 a. m.; arrive at Biddeford by 12 m.

ROUTE No. 116.

From North Berwick to Cornish, 42 miles, and back, six times a week to Alfred, 11 miles, and three times a week residue; Springvale to be supplied three times a week only.

Bidders' names.	Sum per annum.
Charles Roberts	\$595, two-horse coach.
George Stackpole	570, two horses.
Charles Roberts	395, two-horse coach. <i>Accepted April 25, 1857.</i>
Edmund Warren	250, two-horse coach, Kennebunk depot to Alfred.

Contract made with Charles Roberts, dated April 25, 1857, at \$395 per annum.

Leave North Berwick daily, except Sunday, at 1 p. m.; arrive at Alfred by 4 p. m.

Leave Alfred daily, except Sunday, at 6½ a. m.; arrive at North Berwick by 9½ a. m.

Leave Alfred Monday, Wednesday, and Friday, at 4 p. m.; arrive at Cornish by 9 p. m.

Leave Cornish Tuesday, Thursday, and Saturday, at 5 a. m.; arrive at Alfred by 10 a. m.

ROUTE No. 117.

From Kennebunk to Portsmouth, New Hampshire, 27 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John G. Mack and A. Langdon Jenness.	\$720. ***.
Joseph Young	425. ***.
Abel M. Bryant	274. ***.
John Storer	270, two-horse coach.
Nathaniel L. Thompson	250. ***.
Stephen E. Grant	250, two-horse coach.
Samuel Clark	245. ***. <i>Accepted April 25, 1857.</i>
Bracket G. Kilton	150, two-horse coach 6 months, one-horse buggy or sleigh 6 months, Well's Depot to Ogunquit.
John Storer	120, two-horse coach Cape Neddick to Portsmouth.

Contract made with Samuel Clark, dated April 25, 1857, at \$245 per annum.

Leave Kennebunk Monday, Wednesday, and Friday, at 10½ a. m.; arrive at Portsmouth by 5½ p. m.

Leave Portsmouth Tuesday, Thursday, and Saturday, at 10½ a. m.; arrive at Kennebunk by 5½ p. m.

ROUTE No. 118.

From Elliot to Portsmouth, New Hampshire, six miles, and back, twice a week.

Bidder's name.	Sum per annum.
James S. Tobey	\$80, one-horse carriage. <i>Accepted April 25, 1857.</i>
	Contract made same date.

Leave Elliot Tuesday and Saturday at 12 m.; arrive at Portsmouth by 1½ p. m.

Leave Portsmouth Tuesday and Saturday at 2½ p. m.; arrive at Elliot by 4 p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 119.

From Great Falls, New Hampshire, to Eaton Centre, New Hampshire, 60 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Stephen Durgin	\$1,500, one-horse wagon.
Hawley A. Keay	995, two-horse wagon part of way and part one horse, and perhaps four-horse coach.
John N. Lord	994, two-horse coach.
Cyrus K. Drake	940, two-horse coach.
George Stackpole	900, to Effingham.
Charles Roberts	695, one-horse coach.
Cyrus Keay	695, one-horse carriage.
A. M. Drake	600. <i>Accepted April 25, 1857.</i>

Contract made with A. M. Drake, dated April 25, 1857, at \$600 per annum.

Leave Great Falls Tuesday, Thursday, and Saturday, at 10½ a. m.; arrive at Eaton Centre by 11½ p. m.

Leave Eaton Centre Monday, Wednesday, and Friday, at 5 a. m.; arrive at Great Falls by 6 p. m.

ROUTE No. 120.

From Lebanon to West Lebanon, 8 miles, and back, twice a week.

Bidders' names.	Sum per annum.
James M. Hanscom	\$74, one-horse carriage.
Thomas H. Libbey	73, one-horse wagon or horse.
Peter Nassau	70, one-horse carriage; no certificate.
Isaac C. Fall	69, one-horse team.
Hawley A. Keay	65, horse and wagon or horse. <i>Accepted April 25, 1857.</i>
Benjamin Lord	40, one-horse carriage, Centre Lebanon to Lebanon.
James M. Hanscom, (after time)	65. No guaranty.

Contract made with Hawley A. Keay, dated April 25, 1857, at \$65 per annum.

Leave Lebanon Wednesday and Saturday at 3 p. m.; arrive at West Lebanon by 5 p. m.

Leave West Lebanon Wednesday and Saturday at 5½ p. m.; arrive at Lebanon by 7½ p. m.

ROUTE No. 121.

From West Lebanon to Great Falls, New Hampshire, 9 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Benjamin Lord	\$240. Commence at Centre Lebanon; no guaranty. 200, one-horse carriage; commence at Centre Lebanon.
Daniel W. Lord	200, one-horse wagon; no guaranty or certificate.
Jonathan W. Wentworth	200, two-horse coach.
Hawley A. Keay	150, covered carriage. <i>Accepted April 25, 1857.</i>

Contract made with Hawley A. Keay, dated April 25, 1857, at \$150 per annum.

Leave West Lebanon Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Great Falls by 10½ a. m.

Leave Great Falls Tuesday, Thursday, and Saturday, at 4 p. m.; arrive at West Lebanon by 6½ p. m.

ROUTE No. 122.

From Springvale to Effingham, New Hampshire, 30 miles, and back, three times a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Cyrus K. Drake	\$440.
George Stackpole	400, one-horse carriage.
Cyrus Keay	385, one-horse carriage.
Charles Roberts	350, one-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Charles Roberts, dated April 25, 1857, at \$350 per annum.

Leave Springvale Tuesday, Thursday, and Saturday, on the arrival of the mail from Great Falls—say at 3 p. m.; arrive at Effingham by 9 p. m.

Leave Effingham Monday, Wednesday, and Friday, at 7 a. m.; arrive at Springvale by 3 p. m., or in season to connect with mail for Great Falls.

ROUTE No. 123.

From Emery's Mills to West Newfield, 12 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Cyrus Keay	\$195, one-horse carriage.
Jonathan Ross, jr.	175, two-horse wagon. <i>Accepted April 25, 1857.</i>
Cyrus Keay	175, one-horse carriage.

Contract made with Jonathan Ross, jr., dated April 25, 1857, at \$175 per annum.

Leave Emery's Mills Tuesday, Thursday, and Saturday, at 4 p. m.; arrive at West Newfield by 7 p. m.

Leave West Newfield Monday, Wednesday, and Friday, at 8 a. m.; arrive at Emery's Mills by 11 a. m.

ROUTE No. 124.

From Alfred to Saco, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph Emerson	\$55, one-horse carriage.
Cyrus Keay	50, one-horse carriage.
William Mograge	48, one-horse carriage.
Cyrus Keay	47. <i>Accepted April 25, 1857.</i>

Contract made with Cyrus Keay, dated April 25, 1857, at \$47 per annum.

Leave Alfred Wednesday at 7 a. m.; arrive at Saco by 12 m.

Leave Saco Wednesday at 1 p. m.; arrive at Alfred by 6 p. m.

ROUTE No. 125.

From Limerick to Madison, N. H., 27 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Lewis O'Brien	\$980, four-horse coach to Freedom; two-horse coach residue.
John N. Lord	874, four-horse coach to Freedom; two-horse coach residue.
	874, four-horse coach; extend to Biddeford.
William P. Sias	570. ***.
John Mudgett, jr.	449, two-horse coach.
Lewis O'Brien	400, two-horse coach.
	360. ***.
	350, one-horse carriage.
	240, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Lewis O'Brien, dated April 25, 1857, at \$240 per annum.

Leave Limerick Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Madison by 1 p. m.

Leave Madison Monday, Wednesday, and Friday, at 6 a. m.; arrive at Limerick by 1 p. m.

ROUTE No. 126.

From Limerick to Ossipee, N. H., 19 miles and back, three times a week.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.
John Mudgett, jr.....	\$400. two-horse coach.
Leander D. Sinclair.....	400. ***.
Orrin K. Finney.....	380, two-horse coach.
Elisha P. Allen.....	295. ***.
L. D. Sinclair.....	290, two-horse stage. ***.
Lewis O'Brien.....	256. ***.
	248, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Lewis O'Brien, dated April 25, 1857, at \$248 per annum.

Leave Limerick Tuesday, Thursday, and Saturday, at 1½ p. m. ; arrive at Ossipee by 6 p. m.

Leave Ossipee Monday, Wednesday, and Friday, at 5 a. m. ; arrive at Limerick by 9½ a. m.

ROUTE No. 127.

From Standish to Porter, 19 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John A. Lord.....	\$570, four-horse coach.
Jacob Mudgett.....	275, four-horse coach.
Isaac Dyer.....	245, two-horse coach. ***.
Edward Crockett	136. ***.
	120, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Edward Crockett, dated April 25, 1857, at \$120 per annum.

Leave Standish Tuesday, Thursday, and Saturday, at 10 a. m. ; arrive at Porter by 4 p. m.

Leave Porter Monday, Wednesday, and Friday, at 7 a. m. ; arrive at Standish by 12 m.

ROUTE No. 128.

From Standish to Fryeburg, 35 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William G. Spring.....	\$1,200, four-horse coach.
Henry Pennell	550, two-horse coach.
	450, one-horse coach. ***. <i>Accepted April 25, 1857.</i>

Contract made with Henry Pennell, dated April 25, 1857, at \$450 per annum.

Leave Standish Monday, Wednesday, and Friday, at 10 a. m. ; arrive at Fryeburg by 6 p. m.

Leave Fryeburg Tuesday, Thursday, and Saturday, at 6 a. m. ; arrive at Standish by 2 p. m.

ROUTE No. 129.

From East Baldwin to Denmark, 12 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Ephraim Sanborn.....	\$99. ***.
Joseph T. Bickford.....	80. ***. <i>Accepted April 25, 1857.</i>

Contract made with Joseph T. Bickford, dated April 25, 1857, at \$80 per annum.

Leave East Baldwin Tuesday, Thursday, and Saturday, at 12 m. ; arrive at Denmark by 4 p. m.

Leave Denmark Tuesday, Thursday, and Saturday, at 7 a. m. ; arrive at East Baldwin by 11 a. m.

ROUTE No. 130.

From Yarmouth to Webster, 23 miles, and back, six times a week to North Yarmouth, and three times a week residue.

Bidders' names.	Sum per annum.
John H. Humphrey & John W. Russell	\$800, two-horse carriage.
George R. Kimball	690, two-horse coach.
	490, one-horse coach. ***. <i>Accepted April 25, 1857.</i>
G. G. Waterhouse	683. ***.

CONTRACTS FOR CARRYING THE MAILS.

Contract made with George R. Kimball, dated April 25, 1857, at \$490 per annum.

Leave Yarmouth daily, except Sunday, at 9 a. m.; arrive at North Yarmouth same day by 10 a. m.

Leave North Yarmouth daily, except Sunday, at 7½ a. m.; arrive at Yarmouth same day by 8½ a. m.

Leave North Yarmouth Monday, Wednesday, and Friday at 1 p. m.; arrive at Webster by 6 p. m.

Leave Webster Tuesday, Thursday, and Saturday at 6 a. m.; arrive at North Yarmouth by 10 a. m.

ROUTE No. 131.

From Railroad Junction at Danville to Waterville, 55 miles, and back, six times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department.

Bidders' names.	Sum per annum.
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Androscoggin & Kennebeck Rail'r'd.	\$5,500, railroad cars. <i>Accepted April 25, 1857.</i>
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Contract made with the Androscoggin & Kennebeck Railroad Company, dated June 8, 1857, at \$5,500 per annum.

ROUTE No. 132.

From Mechanics' Falls to Robinson's Mills, 17 miles, and back, six times a week, and as frequently as cars run if required.

No bidders.

Contract made with the Buckfield Branch Railroad Company, dated June 22, 1857, at \$855 per annum, including all side service.

Leave Mechanics' Falls daily, except Sunday, at 4½ p. m.; arrive at Robinson's Mills by 6½ p. m.

Leave Robinson's Mills daily, except Sunday, at 7 a. m.; arrive at Mechanics' Falls by 9 a. m.

ROUTE No. 133.

From Oxford Depot to Naples, 19 miles, and back, three times a week.

Bidders' names.	Sum per annum.
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William K. Staples	\$400, two-horse carriage.
Cyrus Kinsley	392, one-horse coach.
G. G. Waterhouse	377. ***.
Job Cushman	299. ***. <i>Accepted April 25, 1857.</i>

Contract made with Job Cushman, dated April 25, 1857, at \$299 per annum.

Leave Oxford Depot Tuesday, Thursday, and Saturday at 3½ p. m.; arrive at Naples same days by 8 p. m.

Leave Naples Monday, Wednesday, and Friday at 7½ a. m.; arrive at Oxford Depot by 12 m.

ROUTE No. 134.

From Railroad Depot to Oxford, 2½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
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Cyrus Kinsley	\$125, one-horse carriage.
Charles F. Darell	120, one-horse wagon.
William K. Staples	100, one-horse carriage.
Orrin Jones	100, one-horse team.
G. G. Waterhouse	94. ***. <i>Accepted April 25, 1857.</i>

Contract made with G. G. Waterhouse, dated April 25, 1857, at \$94 per annum.

Leave Railroad Depot daily, except Sunday, at 9½ a. m.; arrive at Oxford by 10½ a. m.

Leave Oxford daily, except Sunday, at 11½ a. m.; arrive at Railroad Depot by 12 m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 135.

From Oxford to Gray, 20 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Wm. K. Staples.....	\$500, one-horse carriage.
Cyrus Kinsley.....	470, one-horse carriage.
G. G. Waterhouse.....	470. ***.
Sol. B. Foster.....	350, one-horse wagon.
Wm. P. Merrill.....	325, one-horse covered carriage.
Geo. R. Kimball.....	297. ***. <i>Accepted April 25, 1857.</i>

Contract made with Geo. R. Kimball, dated April 25, 1857, at \$297 per annum.

Leave Oxford Monday, Wednesday, and Friday, at 7 a. m.; arrive at Gray by 11 a. m.

Leave Gray Tuesday, Thursday, and Saturday, at 12 m.; arrive at Oxford by 4 p. m.

ROUTE No. 136.

From Raymond to Bolster's Mills, 21 miles, and back, three time a week.

Bidders' names.	Sum per annum.
Job Cushman.....	\$500. ***.
Cyrus Kinsley.....	474, one-horse carriage.
Rich. Gage.....	425. ***. <i>Accepted April 25, 1857.</i>

Contract made with Rich. Gage, dated April 25, 1857, at \$425 per annum.

Leave Raymond Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Bolster's Mills by 5 p. m.

Leave Bolster's Mills Monday, Wednesday, and Friday, at 6 a. m.; arrive at Raymond by 10 a. m.

ROUTE No. 137.

From South Paris to Fryeburgh, 32 miles, and back, six times a week to Bridgeton, 16 miles, and three times a week residue.

Bidders' names.	Sum per annum.
Rich. Gage.....	\$1,095. ***.
Geo. R. Kimball.....	850, two-horse coach. ***.
	575, one-horse coach. ***. <i>Accepted April 25, 1857.</i>
G. G. Waterhouse.....	745, two-horse coach.

Contract made with Geo. R. Kimball, dated April 25, 1857, at \$575 per annum.

Leave South Paris dally, except Sunday, at 9½ a. m., or on arrival of cars; arrive at Bridgeton by 1½ p. m.

Leave Bridgeton dally, except Sunday, at 2 p. m.; arrive at South Paris by 6 p. m.

Leave Bridgeton Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Fryeburgh by 6 p. m.

Leave Fryeburgh Monday, Wednesday, and Friday, at 8 a. m.; arrive at Bridgeton by 12 m.

ROUTE No. 138.

From South Paris to Norway, 2 miles, and back, six times a week.

Bidders' names.	Sum per annum.
G. G. Waterhouse.....	\$147. ***.
Rich. Gage.....	140. ***.
Jno. Bicknell.....	100, one-horse carriage.
Otis True.....	98, two-horse carriage, three times dally. <i>Accepted April 25, 1857.</i>
	60, two-horse coach.

Contract made with Otis True, dated April 25, 1857, at \$98 per annum.

Schedule to be arranged.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 139.

From South Paris to Andover, 33 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jno. G. Barns.....	\$725, four-horse coach.
Jas. W. Clark.....	500, four-horse coach to Rumford, two-horse coach residue.
G. G. Waterhouse.....	487. ***.
Henry Pennell.....	475, two-horse coach. ***.
	370, one-horse coach.
Jas. W. Clark.....	437. ***. <i>Accepted April 25, 1857.</i>

Contract made with James W. Clark, dated April 25, 1857, at \$437 per annum.

Leave South Paris Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Andover by 6 p. m.

Leave Andover Monday, Wednesday, and Friday, at 5 a. m.; arrive at South Paris by 12 m.

ROUTE No. 140.

From Norway to Fryeburgh, 32 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Thos. J. Cox.....	\$820, two-horse covered wagon.
Eleakim Maxfield and Horace Maxfield.....	595. ***.
G. G. Waterhouse.....	478, two-horse coach.
Henry Pennell.....	448, two-horse coach.
	390, one-horse coach. ***.
Saml. Thorn.....	370, two-horse coach, or as many horses as are necessary to carry the mail. <i>Accepted April 25, 1857.</i>

Contract made with Samuel Thorn, dated April 25, 1857, at \$370 per annum.

Leave Norway Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Fryeburgh by 6 p. m.

Leave Fryeburgh Monday, Wednesday, and Friday, at 6 a. m.; arrive at Norway by 1 p. m.

ROUTE No. 141.

From Norway to Greenwood, 10 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Thos. P. Martin.....	\$100, one-horse carriage. <i>Accepted April 25, 1857.</i>
Daniel C. Verrill.....	100, one-horse carriage.

Contract made with Thos. P. Martin, dated April 25, 1857, at \$100 per annum.

Leave Norway Tuesday and Saturday at 3½ p. m.; arrive at Greenwood by 5½ p. m.

Leave Greenwood Tuesday and Saturday at 9 a. m.; arrive at Norway by 12 m.

ROUTE No. 142.

From Waterford to Lovell, 19 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Eleakim Maxfield and Horace Maxfield.....	\$345, ***. \$75 additional for additional trip to North Waterford.
Henry Pennell.....	245, ***, one-horse coach.
Eben. Howe.....	230, two-horse stage wagon. <i>Accepted April 25, 1857.</i>

Contract made with Eben. Howe, dated April 25, 1857, at \$230 per annum.

Leave Waterford Tuesday and Saturday at 2 p. m.; arrive at Lovell by 7 p. m.

Leave Lovell Tuesday and Saturday at 6 a. m.; arrive at Waterford by 11 a. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 143.

From Lovell to Stow, 8 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Isaac Dyer.....	\$100, 000, horse.
Moses D. Smart.....	60, one-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Moses D. Smart, dated April 25, 1857, at \$60 per annum.
 Leave Lovell Tuesday and Saturday at 4½ p. m.; arrive at Stow by 6½ p. m.
 Leave Stow Tuesday and Saturday at 6½ p. m.; arrive at Lovell by 9 p. m.

ROUTE No. 144.

From Bethel to Erroll, New Hampshire, 36 miles, and back, once a week. Proposals for an additional weekly trip invited.

Bidders' names.	Sum per annum.
James W. Clark.....	\$500. ***.
Eliphalet Burbank, jr.....	400, three-horse carriage. 600, twice a week.
G. G. Waterhouse.....	397, two-horse covered wagon. 193, additional for additional trip.
Amos M. Merrill.....	359, two horse coach. 459, twice a week, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Amos M. Merrill, dated April 25, 1857, at \$459 per annum.
 Leave Bethel Friday at 8 a. m.; arrive at Erroll by 6 p. m.
 Leave Errol Saturday at 6 a. m.; arrive at Bethel by 4 p. m.

ROUTE No. 145.

From Auburn to Livermore Centre, 24 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Darius Briggs.....	\$475.
Henry Pennell.....	475, two-horse coach, ***.
Philemon Hewett.....	400, two-horse coach, supplying South Livermore.
Edward Pratt.....	348, two-horse carriage.
Tim. E. Fogg.....	324. 000.
Alonzo Garcelon.....	298, conveyance satisfactory to department. <i>Accepted April 25, 1857.</i>

Contract made with Alonzo Garcelon, dated April 25, 1857, at \$298 per annum.
 Leave Auburn Tuesday, Thursday, and Saturday, at 9½ a. m.; arrive at Livermore Centre by 3½ p. m.
 Leave Livermore Centre Monday, Wednesday, and Friday, at 8 a. m.; arrive at Auburn by 2 p. m.

ROUTE No. 146.

From Auburn to Livermore, 21 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Charles H. Haskell.....	\$788, two-horse carriage.
John Stimson.....	748. 000.
James Dingley.....	550, two-horse coach.
Chas. E. Barrell.....	547. 000.
Fred. V. Stewart.....	500. 000.
Waldo A. Blossom, and Edwin H. Arnold.	650, two-horse coach. 495, two-horse coach.
Nelson Dingley.....	495. ***.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Alonzo Garcelon.....	468, two-horse coach, extra horse when required and necessary. 349, one-horse wagon.
Henry Pennell.....	465, two-horse coach, ***.
Tim. E. Fogg.....	350.
C. L. French.....	298. ***. <i>Accepted April 25, 1857.</i>

Contract made with C. L. French, dated April 25, 1857, at \$298 per annum.
Leave Auburn daily, except Sunday, at 8½ p. m.; arrive at Livermore by 8½ p. m.
Leave Livermore daily, except Sunday, at 8 a. m.; arrive at Auburn by 1 p. m.

ROUTE No. 147.

From Greene Depot to South Leeds, 5 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Alonzo Garcelon.....	\$96, one-horse wagon or sleigh.
Salmon A. Wing.....	45, one horse carriage.
Nehemiah Thompson.....	40, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Nehemiah Thompson, dated April 25, 1857, at \$40 per annum.
Leave Greene Depot Tuesday and Saturday at 3 p. m.; arrive at South Leeds by 4½ p. m.
Leave South Leeds Tuesday and Saturday at 5 p. m.; arrive at Greene Depot by 6½ p. m.

ROUTE No. 148.

From Buckfield to Canton, 18 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Gid. Ellis, jr.....	\$450, two-horse coach. 350, one-horse wagon. <i>Accepted April 25, 1857.</i>

Contract made with Gideon Ellis, jr, dated April 25, 1857, at \$350 per annum.
Leave Buckfield Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Canton by 3 p. m.
Leave Canton Monday, Wednesday, and Friday, at 7 a. m.; arrive at Buckfield by 12 m.

ROUTE No. 149.

From Buckfield to West Sumner, 12 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Herman Proctor.....	\$98, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Herman Proctor, dated April 25, 1857, at \$98 per annum.
Leave Buckfield Tuesday and Saturday at 12 m.; arrive at West Sumner by 3 p. m.
Leave West Sumner Tuesday and Saturday at 7 a. m.; arrive at Buckfield by 10 a. m.

ROUTE No. 150.

From Leed's Station to Livermore Falls, 20 miles, and back, six times a week, and as frequently as cars run, if required.

Bidder's name.	Sum per annum.
Alonzo Garcelon.....	\$2,000, railroad, as often as cars run.

June 8, 1857. Offer \$1,000. Offer accepted, and contract made with Androscooggin Railroad Company, dated June 27, 1857, at \$1,000 per annum.
Leave Leed's Station daily, except Sunday, on the arrival of the mail on No. 131—say at 3½ p. m.; arrive at Livermore Falls same day by 5 p. m.
Leave Livermore Falls daily, except Sunday, at 9½ a. m.; arrive at Leed's Station in time to connect with No. 131—say by 11 a. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 151.

From Livermore Falls to Bryant's Pond, 38 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Cyprus Eustis	\$795, one-horse team.
Thomas J. Cox	785, two-horse coach between Bryant's Pond and Dixfield; one-horse wagon residue.
Gideon Ellis	650, one-horse wagon.
James Dingley	595, one or two horses.
Almaren Bodge	590, two-horse coach, ***
Tim. E. Fogg	425. ***. <i>Accepted April 25, 1857.</i>

Contract made with Tim. E. Fogg, dated April 25, 1857, at \$425 per annum.

Leave Livermore Falls Tuesday and Friday at 5½ p. m.; arrive at Bryant's Pond next days by 11 a. m.

Leave Bryant's Pond Wednesday and Saturday at 4 p. m.; arrive at Livermore Falls next days by 9 a. m.

ROUTE No. 152.

From Livermore Falls to Farmington, 17 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Fred. V. Stewart	\$395. ***. <i>Accepted April 25, 1857.</i>
	600, four-horse coach.
Tim. E. Fogg	325.

Contract made with Fred. V. Stewart, dated April 25, 1857, at \$395 per annum.

Leave Livermore Falls daily, except Sunday, on the arrival of the cars from Portland—say 10½ a. m.; arrive at Farmington by 2 p. m.

Leave Farmington daily, except Sunday, at 8 a. m.; arrive at Livermore Falls by 11½ a. m.

ROUTE No. 153.

From North Livermore to Livermore Falls, 3 miles, and back, six times a week.

Bidders' names.	Sum per annum.
E. M. Stedman & J. D. Thompson	\$144.
Ervin Gammon	135. <i>Accepted April 25, 1857.</i>

Contract made with Ervin Gammon, dated April 25, 1857, at \$135 per annum.

Leave North Livermore daily, except Sunday, at 9 a. m.; arrive at Livermore Falls by 10 a. m.

Leave Livermore Falls daily, except Sunday, at 11 a. m.; arrive at North Livermore by 12 m.

ROUTE No. 154.

From Dixfield to Strickland's Ferry Depot, 21 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Gid. Ellis, jr.	Sum not stated, three times a week to Strickland's Ferry; six times a week residue; schedule proposed.
Thos. J. Cox	\$642, two-horse coach.
Cyprus Eustis	580, one-horse team.
Gid. Ellis, jr.	500, two-horse coach.
Tim. E. Fogg	349.
C. L. French	325. ***. <i>Accepted April 25, 1857.</i>

Contract made with C. L. French, dated April 25, 1857, at \$325 per annum.

Leave Dixfield Monday, Wednesday, and Friday, at 6 a. m.; arrive at Strickland's Ferry Depot by 12 m.

Leave Strickland's Ferry Depot Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Dixfield by 4 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 155.

From Mexico to Byron, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jas. W. Clark.....	\$200. ***.
Wm. G. Bradbury.....	52, one-horse carriage.
Merrill Thomas.....	50, one-horse carriage.
Hiram Richards.....	48, one-horse carriage.
Samuel Knapp.....	46, one-horse carriage.
Daniel S. Bickford.....	45, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Daniel S. Bickford, dated April 25, 1857, at 45 per annum.

Leave Mexico Saturday at 2 p. m. ; arrive at Byron by 6 p. m.

Leave Byron Saturday at 7 a. m. ; arrive at Mexico by 11 a. m.

ROUTE No. 156.

From North Jay to Weld, 16 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Thos. J. Cox.....	\$600, two-horse coach.
Harrison B. Greene.....	300.
Timothy E. Fogg.....	285. ***.
Almaren Bodge.....	280, two-horse coach, ***. <i>Accepted April 25, 1857.</i>

Contract made with Almaren Bodge, dated April 25, 1857, at \$280 per annum.

Leave North Jay Tuesday, Thursday, and Saturday, at 5 a. m. ; arrive at Weld by 10 a. m.

Leave Weld Tuesday, Thursday, and Saturday, at 11 a. m. ; arrive at North Jay by 4 p. m.

ROUTE No. 157.

From Wales to Leed's Station, 2½ miles, and back, three times a week.

Contract made with John Given, dated July 3, 1857, at \$40 per annum, from July 1, 1857.

Leave Wales Tuesday, Thursday, and Saturday, at 2 p. m. ; arrive at Leed's Station by 2.45 p. m.

Leave Leed's Station Tuesday, Thursday, and Saturday, at 3 p. m., or on arrival on 131; arrive at Wales by 4 p. m.

SPECIAL ROUTES IN MAINE.

Addison Point from Columbia, 2½ miles, and back, six times a week.

Service performed by John A. Ruggles, at \$50 a year : limited to net proceeds.

Albany from Bethel, 5 miles, and back, once a week.

Service performed by John Hunt, at \$30 a year : limited to net proceeds.

Alton Village from Hudson, 4½ miles, and back, three times a week.

Service performed by Edward Milliken, at \$40 per annum : limited to net proceeds.

Bowdoin Centre from Bowdoinham, 4 miles, and back, twice a week.

Service performed by John Coombs, at \$28 a year : limited to net proceeds.

Bower Bank from Sebec, 6 miles, and back, once a week.

Service performed by Moses P. Glover, at \$30 a year : limited to net proceeds.

Bremen from Round Pond, 4 miles, and back, twice a week.

Service performed by Waterman F. Keen, at \$45 a year : limited to net proceeds.

Brooklin from Sedgwick, 5 miles, and back, twice a week.

Service performed by Joseph Hutchings, at \$50 a year : limited to net proceeds.

Brookville from Sedgwick, 5 miles, and back, twice a week.

Service performed by David Walker, at \$50 a year : limited to net proceeds.

Carver's Harbor from Rockland, 12 miles, and back, once a week.

Service performed by John B. Carver, at \$50 a year : limited to net proceeds.

Centre Lincolnville, from Camden, — miles, and back, once a week.
 Service performed by James W. Holt, at \$30 a year : limited to net proceeds.

Centre Montville and Morrill, from Belfast, 12 miles, and back, once a week.
 Service performed by Nelson Allen, at \$50 a year : limited to net proceeds.

Centre Sidney, from Sidney, 4 miles, and back, once a week.
 Service performed by Edward F. Clark, at \$25 a year : limited to net proceeds.

Cumberland Centre from Cumberland Centre railroad depot, 5½ miles, and back, six times a week.
 Service performed by Allen Morton, at \$50 a year : limited to net proceeds.

Damariscotta Mills from New Castle, 2 miles, and back, six times a week.
 Service performed by Gilmore Bacter, at \$75 a year : limited to net proceeds.

Dedham from Holden, 4 miles, and back, twice a week.
 Service performed by Parker & Pearl, at \$40 a year : limited to net proceeds.

Deerfield from Springfield, 11 miles, and back, once a week.
 Service authorized at \$26 a year : limited to net proceeds.

East Bethel from Bethel, 4 miles, and back, twice a week.
 Service performed by Edward E. Holt, at \$26 a year : limited to net proceeds.

East Bradford from Bradford, 3½ miles, and back, three times a week.
 Service authorized at \$50 a year : limited to net proceeds.

East Fryeburgh from Denmark, 6 miles, and back, three times a week.
 Service performed by Joseph T. Bickford, at \$45 per annum : limited to net proceeds.

East Monmouth from Monmouth, 4 miles, and back, three times a week.
 Service performed by C. S. Norris, at \$65 a year : limited to net proceeds.

East Standish from Standish, 4 miles, and back, twice a week.
 Service authorized at \$25 a year, limited to net proceeds.

East Thomdike and Thomdike from Unity, 8½ miles, and back, once a week.
 Service performed by J. W. Thompson, at \$30 a year : limited to net proceeds.

Elliottsville from Monson, 8 miles, and back, once a week.
 Service performed by Joseph S. Sawyer, at \$25 a year : limited to net proceeds.

Georgetown from Bath, 7 miles, and back, twice a week.
 Service performed by John L. Berry, at \$40 a year : limited to net proceeds.

Great Works from West Great Works, 2 miles, and back, six times a week.
 Service performed by James Sawyer, at \$70 a year : limited to net proceeds.

Greenfield from Sunkhaze, 11 miles, and back, once a week.
 Service authorized at \$26 a year : limited to net proceeds.

Green's Landing from South Deer Isle, 3 miles, and back, twice a week.
 Service performed by Sullivan Greene, at \$20 a year : limited to net proceeds.

Hanover from Rumford Point, 3½ miles, and back, four times a week.
 Service performed by George E. Smith, at \$30 a year : limited to net proceeds.

Hebron from West Minot, 4 miles, and back, once a week.
 Service performed by Gideon Cushman, at \$20 a year : limited to net proceeds.

Indian River from Columbia, 9 miles, and back, twice a week.
 Service performed by James Parker, at \$75 a year : limited to net proceeds.

Ileborough from Lincolnville, 5 miles, and back, once a week.
 Service authorized at \$50 a year : limited to net proceeds.

Jacksonville from Flag Staff, 10 miles, and back, once a week.
 Service authorized at \$25 a year : limited to net proceeds.

Kennebunkport from Kennebunk, 4 miles, and back, twelve times a week.
 Service performed by Seth E. Bryant, at \$140 a year : limited to net proceeds.

Lubec Mills from Lubec, 3½ miles, and back, three times a week.
 Service authorized at \$50 a year : limited to net proceeds.

Madrid from Phillips, 7 miles, and back, once a week.
 Service performed by James Morrison, at \$25 a year : limited to net proceeds.

Maple Grove from Presque Isle, 5 miles, and back, once a week.
 Service performed by Charles V. Ellis, at \$24 a year : limited to net proceeds.

Matinecus from Rockland, 20 miles, and back, once a week.
 Service performed by Henry E. Hall, at \$15 a year : limited to net proceeds.

Millbridge from Narraguagus, 3 miles, and back, six times a week.
 Service performed by A. H. Sturgis, at \$80 a year: limited to net proceeds.
 North Albany from Bethel, 4 miles, and back, twice a week.
 Service performed by Joseph Patten, at \$40 a year: limited to net proceeds.
 North Isleborough from Northport, 3 miles, and back, three times a week.
 Service performed by Josiah A. Libby, at \$80 a year: limited to net proceeds.
 North Monmouth from Monmouth, 3 miles, and back, three times a week.
 Service performed by Ira Towle, at \$50 a year: limited to net proceeds.
 North Newburg from Newburg Centre, 3 miles, and back, twice a week.
 Service performed by Andrew Marble, at \$30 a year: limited to net proceeds.
 North Pittston to Pittston, 4 miles, and back, twice a week.
 Service performed by B. B. Hanson, at \$20 a year: limited to net proceeds.
 North Pownal from Pownal, three miles, and back, three times a week.
 Service performed by Nelson Strout, at \$36 a year: limited to net proceeds.
 North Vassalboro' from Vassalboro', 4 miles, and back, six times a week.
 Service performed by Elbridge G. Soule, at \$80 a year: limited to net proceeds.
 North Wayne from Readfield, 6 miles, and back, six times a week.
 Service performed by Benjamin Snow, at \$80 a year: limited to net proceeds.
 Oceanville from South Deer Isle, 3 miles, and back, twice a week.
 Service performed by Ebenezer S. Sellers, at \$35 a year: limited to net proceeds.
 Owls Head from Oakland, 4 miles, and back, once a week.
 Service performed by Henry Pillsbury, at \$50 a year: limited to net proceeds.
 Prospect Harbor from Goldsboro', 6 miles, and back, once a week.
 Service performed by Benjamin Moore, at \$35 a year: limited to net proceeds.
 Rangely from Madrid, 13 miles, and back, once a week.
 Service authorized at \$25 a year: limited to net proceeds.
 Sandy Beach from Sebago, 7 miles, and back, once a week.
 Service performed by Wm. Ward, jr., at \$35 a year: limited to net proceeds.
 Scarborough from Oak Hill, 3 miles, and back, twice a week.
 Service performed by G. W. Carter, at \$30 a year: limited to net proceeds.
 Seal Cove from Mount Desert, 5 miles, and back, once a week.
 Service performed by Alfred Harper, at \$25 a year: limited to net proceeds.
 Seaport from Swan's Island, 4 miles, and back, twice a week.
 Service authorized at \$25 a year: limited to net proceeds.
 Seward's Mills from East Vassalboro', 4 miles, and back, twice a week.
 Service performed by Wm. Cross, at \$40 a year: limited to net proceeds.
 Somerset Mills from Kendall's Mills, 3½ miles, and back, three times a week.
 Service authorized at \$30 a year: limited to net proceeds.
 South Bridgeton from Bridgeton Centre or Sebago, 4 miles, and back, three times a week.
 Service performed by Joseph T. Bickford, at \$36 a year, limited to net proceeds.
 South Brookville from Brookville, 3 miles, and back, twice a week.
 Service performed by Robert Walker, at \$30 a year: limited to net proceeds.
 South Freedom from Freedom, — miles, and back, once a week.
 Service performed by Luther Gregory, at \$20 a year: limited to net proceeds.
 South Freeport from Freeport, 3 miles, and back, six times a week.
 Service authorized at \$65 a year: limited to net proceeds.
 South Hartford from North Turner, 2 miles, and back, once a week.
 Service performed by Edward B. Hutchinson, at \$6 a year: limited to net proceeds.
 South Jefferson from West Jefferson, 6 miles, and back, once a week.
 Service authorized at \$10 a year: limited to net proceeds.
 Southport from Boothbay, 3 miles, and back, once a week.
 Service performed by Emerson McKown, at \$20 a year: limited to net proceeds.
 South Thomaston from Rockland, 4 miles, and back, five times a week.
 Service authorized at \$100 a year: limited to net proceeds.
 Swan's Island from Tremont, 11 miles, and back, once a week.
 Service authorized at \$25 a year: limited to net proceeds.

Tremont from Southwest Harbor, 3 miles, and back, twice a week.

Service authorized at \$30 a year: limited to net proceeds.

Weeks' Mills from South China, 3 miles, and back, twice a week.

Service performed by P. S. Percival, at \$40 a year: limited to net proceeds.

Wellington from Harmony, 5 miles, and back, once a week.

Service performed by James Staples, at \$25 a year: limited to net proceeds.

West Brookville from North Castine, 5 miles, and back, three times a week.

Service performed by Benj. W. Jones, at \$32 a year: limited to net proceeds.

West Corinna from Corinna Centre, 2 miles, and back, three times a week.

Service performed by Stephen Lincoln, at \$20 a year: limited to net proceeds.

West Peru from Dixfield, 1½ mile, and back, three times a week.

Service performed by Orvel Huntress, at \$22 a year: limited to net proceeds.

Westport from Woolwich, 7 miles, and back, once a week.

Service performed by James McCarty, at \$75 a year: limited to net proceeds.

West Sedgwick and South Penobscot from Penobscot, 14 miles, and back, once a week.

Service performed by Creston R. Gray, at \$36 a year: limited to net proceeds,

Winter Harbor from West Goldborough, 6 miles, and back, once a week.

Service authorized at \$15 a year: limited to net proceeds.

STATE OF NEW HAMPSHIRE.

(From July 1, 1857, to June 30, 1861.)

ROUTE No. 251.

From Concord to Lowell, Mass., 50 miles, and back, twelve times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
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Concord Railroad Company	\$8,572, railroad cars.
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June 8, 1857, offer \$7,500. Contract made with Concord Railroad Company, dated Sept. 11, 1857, at \$7,500 per annum, from July 1, 1857.

Schedule not reported.

ROUTE No. 252.

From Concord to Portsmouth, 48 miles, and back, twelve times a week.

No bidders. Service performed from July 1 to August 31, 1857, by Portsmouth and Concord Railroad Company.

Contract made October 17, 1857, with Concord and Portsmouth Railroad Company, at \$2,650 per annum, from September 1, 1857.

ROUTE No. 253.

From Concord to Wells River, Vt., 93 miles, and back, twelve times a week, to Plymouth the year round, and to Wells River twelve times a week for four months in the year, and six times a week the residue, with a six-times-a-week supply of Sanbornton, North Sanbornton, and New Hampton from Sanbornton Bridge, and as frequently as cars run if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
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Boston, Concord, and Montreal railroad.	\$9,300, railroad cars once daily, or as often as cars run if required; without side supply.
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Contract made with Boston, Concord, and Montreal Railroad Company, dated July 10, 1857, at \$10,000 per annum, including all side supply, from July 1, 1857.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 254.

From Concord to White River Junction, Vt., 69 miles, and back, twelve times a week, with a branch from Franklin by Hill to Bristol, 13 miles, and back, six times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department.

Bidders' names.	Sum per annum.
Hiram Fellows and Orrin B. Davis.	\$800, two-horse coach, branch Franklin to Bristol.
Edward Judkins.....	600, two-horse team, branch Franklin to Bristol.

No bid for main road.

Contract made with Northern Railroad Company, dated September 11, 1857, at \$8,500 per annum, for twelve times a week service; six a week during severe winter weather, including side service from July 1, 1857.

ROUTE No. 255.

From Concord to Bradford, 26 miles, and back, six times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department.

No bidders. Contract made October 17, 1857, with Concord and Claremont Railroad Company, at \$1,500 per annum, from July 1, 1857.

Leave Bradford daily except Sunday, at 8 a. m.; arrive at Concord by 11 a. m.

Leave Concord daily except Sunday, at 2 p. m.; arrive at Bradford by 5 p. m.

ROUTE No. 256.

From Concord to Durham, 35 miles, and back, three times a week.

Bidders' names.	Sum per annum.
C. N. Corning.....	\$580, two-horse coach. 720, four-horse coach.
Charles Sanborn.....	570, two-horse coach.
Charles H. Norton.....	545, four-horse coach.
Benjamin F. Sanborn.....	539, two-horse coach.
William H. Mead.....	533, two-horse wagon.
Richard Cilley.....	390, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Richard Cilley, dated April 25, 1857, at \$390 per annum.

Leave Concord Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Durham by 5 p. m.

Leave Durham Monday, Wednesday, and Friday, at 10 a. m.; arrive at Concord by 6 p. m.

ROUTE No. 257.

From Concord to Dover, 44 miles, and back, six times a week to Pittsfield, 16 miles, and three times a week residue.

Bidders' names.	Sum per annum.
David D. Runt.....	\$1,450, two-horse coach.
Edwin Foster and Hiram Fuller.	800. ***.
True Garland and W. B. Drake.	375, four-horse coach to Pittsfield, two-horse coach residue. <i>Accepted April 25, 1857.</i>

Contract made with True Garland and W. B. Drake, dated April 25, 1857, at \$375 per annum.

Leave Concord daily, except Sunday, at 3 p. m.; arrive at Pittsfield by 6 p. m.

Leave Pittsfield daily, except Sunday, at 7 a. m.; arrive at Concord by 10 a. m.

Leave Pittsfield Monday, Wednesday, and Friday, at 10 a. m.; arrive at Dover by 4 p. m.

Leave Dover Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Pittsfield by 5 p. m.

ROUTE No. 258.

From Concord to Alton, 27 miles, and back, once a week.

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Bidders' names.	Sum per annum.
Little, Morrison & Hutchinson..	\$495.
Simon P. Wicher	300, four-horse coach.
David C. Batchelder	298, two horse coach.
E. T. Gilman	294. ***, coach; omits London.
Norton & Stephens	197, four-horse post-coach.
C. N. Corning.....	194, two-horse coach.
Zenas Whittier.....	150, wagon or sleigh.
Hubbard T. Dudley.....	150, two-horse conveyance. <i>Accepted April 25, 1857.</i>

Contract made with Hubbard T. Dudley, dated April 25, 1857, at \$150 per annum.

Leave Concord Thursday at 11 a. m.; arrive at Alton by 6 p. m.

Leave Alton Friday at 7 a. m; arrive at Concord by 2 p. m.

ROUTE No. 259.

From Concord to Dunbarton, 10 miles, and back, three times a week, one of the return trips by Bow instead of North Dunbarton.

Bidders' names.	Sum per annum.
E. S. D. Ordway.....	\$390 00, one-horse conveyance.
Simon P. Wicher.....	250 00, one-horse conveyance.
Rogers & Norton	249 00. ***.
Wm. Gordon	187 50, one-horse conveyance.
Isaac Emerson	156 00, one-horse carriage; end at North Dunbarton.
Zenas Whittier.....	140 00, wagon or sleigh. <i>Accepted April 25, 1857.</i>

Contract made with Zenas Whittier, dated April 25, 1857, at \$140 per annum.

Leave Concord Tuesday, Thursday, and Saturday, at 12 m.; arrive at Dunbarton by 3 p. m.

Leave Dunbarton Tuesday, Thursday, and Saturday, at 3½ p. m.; arrive at Concord by 7 p. m.

ROUTE No. 260.

From Concord to Alton, 28 miles, and back, twice a week.

Bidders' names.	Sum per annum.
A. L. Morrison.....	\$1,000, two-horse service.
Simon B. Wicher.....	500, four-horse coach.
David C. Batchelder	498, two-horse stage.
Norton & Stevens.....	397, four-horse post-coach..
E. T. Gilman	394, ***, coach.
Norton & Stevens	390, four-horse coach.
Zenas Whittier.....	300, wagon or sleigh.
Cyrus N. Corning.....	300, two-horse coach.
Hubbard T. Dudley	250, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Hubbard T. Dudley, dated April 25, 1857, at \$250 per annum.

Leave Concord Tuesday and Saturday at 11 a. m.; arrive at Alton by 7 p. m.

Leave Alton Monday and Wednesday at 8 a. m; arrive at Concord by 4 p. m.

ROUTE No. 261.

From Contocook Village to Hillsborough Bridge, 15 miles, and back, six times a week, and as frequently as cars run, if required, in due connexion with the mail trains on the Merrimack and Connecticut River railroad.

Bidder's name.	Sum per annum.
Rob. N. Corning.....	\$1,500, cars.

Contract made with Contocook Valley Railroad Company, dated July 3, 1857, at \$750 per annum, from July 1, 1857.

(Schedule not reported.)

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 262.

From Hillsborough Bridge to Keene, 26 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Rich. Cilley	\$400, one-horse wagon.
Harvey M. Bowman	394, two-horse covered coach.
Wm. B. French	394, stages.
Geo. B. Ward	392, two-horse coach.
Noah Jackson	357, two-horse coach.
Fuller & Foster	347. ***.
Hiram T. Morrill	345, two-horse coach.
C. Marshall	300. ***.
Laton Martin	294, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Laton Martin, dated April 25, 1857, at \$294 per annum.

Leave Hillsborough Bridge Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Keene by 7 p. m.

Leave Keene Monday, Wednesday, and Friday, at 8 a. m.; arrive at Hillsborough Bridge by 1½ p. m.

ROUTE No. 263.

From Hillsborough Bridge to Bennington, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Geo. B. Ward	\$242, two-horse coach.
Harvey M. Bowman	194, two-horse covered coach.
Samuel J. Vose	146, two-horse coach.
Harvey M. Bowman	144. ***. <i>Accepted April 25, 1857.</i>

Contract made with Harvey M. Bowman, dated April 25, 1857, at \$144 per annum.

Leave Hillsborough Bridge daily, except Sunday, at 1 p. m.; arrive at Bennington by 3½ p. m.

Leave Bennington daily, except Sunday, at 10½ a. m.; arrive at Hillsborough Bridge by ½ p. m.

ROUTE No. 264.

From Manchester to Henniker, 28 miles, and back, six times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Contract made with New Hampshire Central Railroad Company, dated September 11, 1857, at \$1,500 per annum, including side service, from July 1, 1857.
(Schedule not reported.)

ROUTE No. 265.

From Manchester to New Market, 40 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jno. E. Little	\$1,500, two-horse service.
Jno. A. Fulton	1,000, four-horse coach between Manchester and South Deerfield; one-horse wagon residue.
Charles Sanborn	974, four-horse coach to Candia; two-horse coach residue.
Hiram T. Morrill	964, covered wagon.
G. W. Goffe	800, two-horse team.
Zenas Whittier	750, gig, wagon, or sleigh.
A. Langdon Jenness	669. ***.
Rich. Cilley	600, one-horse wagon.
Geo. B. Ward	592, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Geo. B. Ward, dated April 25, 1857, at \$592 per annum.

Leave Manchester Monday, Wednesday, and Friday, at 10 a. m.; arrive at New Market by 6 p. m.

Leave New Market Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Manchester by 3 p. m.

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ROUTE No. 266.

From Oil Mill Village to East Washington, 29 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Rogers & Norton	\$484. ***
J. P. Dearborn	480, two-horse coach.
Hiram T. Morrill	435, one-horse covered wagon.
Cilley & Pinkham	400, one-horse wagon.
George B. Ward	342, two-horse coach.
Harvey M. Bowman	294. ***. <i>Accepted April 25, 1857.</i>

Contract made with Harvey M. Bowman, dated April 25, 1857, at \$294 per annum.

Leave Oil Mill Village Tuesday, Thursday, and Saturday, at 3½ p. m.; arrive at East Washington next days by 9½ a. m.

Leave East Washington Monday, Wednesday, and Friday, at 6 a. m.; arrive at Oil Mill Village same days by 2 p. m.

ROUTE No. 267.

From Chester to Derry, 6½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
Richard Cilley	\$300, one-horse wagon.
Charles Sanborn	295, two-horse coach.
George B. Ward	292, two-horse coach.
Rogers & Norton	249. ***.
David L. Batchelder	169, one-horse covered wagon. <i>Accepted April 25, 1857.</i>

Contract made with David L. Batchelder, dated April 25, 1857, at \$169 per annum.

Leave Chester daily, except Sunday, at 9 a. m.; arrive at Derry by 11 a. m.

Leave Derry daily, except Sunday, at 2 p. m.; arrive at Chester by 4 p. m.

ROUTE No. 268.

From Chester to Haverhill, Massachusetts, 16 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Bayly & Brown	\$500, two-horse coach.
Charles Sanborn	474, two-horse coach.
Demeritt & Mack	374. ***.
Cilley & Pinkham	300, one-horse wagon.
Zenas Whittier	296, wagon or sleigh.
David L. Batchelder	295, one-horse covered wagon. <i>Accepted April 25, 1857.</i>

Contract made with David L. Batchelder, dated April 25, 1857, at \$295 per annum.

Leave Chester Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Haverhill by 3 p. m.

Leave Haverhill Monday, Wednesday, and Friday, at 12 m.; arrive at Chester by 4 p. m.

ROUTE No. 269.

From Exeter to Manchester, 34 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Little, Morrison & Hutchinson ..	\$1,500, two-horse service.
G. W. Goffe	750, one or two-horse team.
Demeritt & Mack	749. ***.
Zenas Whittier	448, wagon or sleigh.
David L. Batchelder	447, one-horse covered wagon.
Charles Sanborn	425. ***. <i>Accepted April 25, 1857.</i>

Contract made with Charles Sanborn, dated April 25, 1857, at \$425 per annum.

Leave Exeter Monday, Wednesday, and Friday, at 10 a. m.; arrive at Manchester by 6 p. m.

Leave Manchester Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Exeter by 4 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 270.

From Exeter to Raymond, 15 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Zenas Whittier.....	\$170, wagon or sleigh. <i>Accepted April 25, 1857.</i>
Contract made with Zenas Whittier, dated April 25, 1857, at \$170 per annum.	
Leave Exeter Tuesday and Saturday at 7 a. m. ; arrive at Raymond by 11 a. m.	
Leave Raymond Tuesday and Saturday at 12 m. ; arrive at Exeter by 4 p. m.	

ROUTE No. 271.

From Kingston to East Kingston, 2½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
Samuel W. Colcord.....	\$220, horse and carriage.
Charles Sanborn.....	185. 000.
Zenas Whittier.....	90, wagon or sleigh.
Andrew J. Cilley	85. 000.
Simeon P. Clark.....	84, horse and carriage. <i>Accepted April 25, 1857.</i>
Contract made with Simeon P. Clark, dated April 25, 1857, at \$84 per annum.	
Leave Kingston daily, except Sunday, at 8 a. m. ; arrive at East Kingston by 9 a. m.	
Leave East Kingston daily, except Sunday, at 9½ a. m. ; arrive at Kingston by 10½ a. m.	

ROUTE No. 272.

From Portsmouth to Rye, 5½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
Rogers & Norton	\$184 00. 000.
Cilley & Freese.....	150 00, one-horse wagon.
Jedediah Rand.....	100 00, one-horse wagon.
Aaron Rand.....	96 00, four-wheel coach.
Lemuel Locke.....	95 00, carriage.
Joseph J. Berry.....	93 60, four-wheel wagon. <i>Accepted April 25, 1857.</i>
Contract made with Joseph J. Berry, dated April 25, 1857, at \$93 60 per annum.	
Leave Portsmouth Tuesday, Thursday, and Saturday, at 12 m. ; arrive at Rye by 1¼ p. m.	
Leave Rye Tuesday, Thursday, and Saturday, at 8½ a. m. ; arrive at Portsmouth by 10½ a. m.	

ROUTE No. 273.

From Portsmouth to Kittery Point, Maine, 5½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
Cilley & Pinkham	\$400, one horse-wagon ; end at Kittery.
Rogers & Norton	368. 000.
Thomas O. Hoyt.....	199, one-horse wagon.
Andrew Amee.....	148, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Andrew Amee, dated April 25, 1857, at \$148 per annum.
 Leave Portsmouth daily, except Sunday, at 11 a. m., or on arrival of cars ; arrive at Kittery Point by ¼ p. m.
 Leave Kittery Point daily, except Sunday, at 8 a. m. ; arrive at Portsmouth by 9½ a. m.

ROUTE No. 274.

From Nashua to Wilton, 16 miles, and back, six times a week, and as frequently as cars run if required.

Bidder's name.	Sum per annum.
Nashua & Lowell Railroad Co.	\$800, railroad cars. <i>Accepted June 8, 1857.</i>

Contract made with the Nashua and Lowell Railroad Company, dated June 8, 1857, at \$800 per annum.
 Leave Nashua daily, except Sunday, on arrival of cars from Lowell, say at 9 a. m. ; arrive at Wilton by 10 a. m.
 Leave Wilton daily, except Sunday, at 11 a. m. ; arrive at Nashua by 12 m.

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ROUTE No. 275.

From Danforth's Corner to Francestown, 15 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Ira Hill.....	\$1,200. 800, schedule proposed as now carried; and 300 additional to above for daily mail; schedule proposed as far as Amherst. 700, stage coach; schedule proposed. 300 additional to above for daily service as far as Amherst.
George B. Ward.....	634, two-horse coach; end at Amherst.
Charles Sanborn.....	575, four-horse coach.
Ira Hill.....	500, stage coach; Milford, <i>via</i> Mount Vernon, to Francestown; schedule proposed. 550, accelerated schedule.
Hiram T. Morrill.....	484, four-horse coach, and will give three times a week Parker's Station to Francestown; three times a week Parker's Station to New Bos- ton; and three times a week Danforth's Corner to Amherst additional.
Ira Hill.....	400, daily, Danforth's Corner to Amherst.
Hiram T. Morrill.....	326, four-horse coach, and supply Amherst six times a week.
Cilley & Freese.....	300 one-horse wagon.
Foster & Fuller.....	295. ***.
Rogers & Norton.....	249. ***.
Hiram T. Morrill.....	224, four-horse coach. <i>Accepted April 25, 1857.</i>
George B. Ward.....	192, two-horse coach.
Hiram T. Morrill.....	446, four-horse coach, commence at Nashua, three times a week to Francestown, and six times a week to Amherst.

Contract made with Hiram T. Morrill, dated April 25, 1857, at \$224 per annum; three additional trips to Amherst ordered from July 1, at \$52 per annum additional.

Leave Danforth's Corner Tuesday, Thursday, and Saturday, at 3 p. m.; arrive at Fran-cestown by 7 p. m.

Leave Francestown Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Danforth's Corner by 12 m.

ROUTE No. 276.

From Brookline to Railroad Depot, 7 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Rogers & Norton.....	\$249. ***.
Benjamin Shattuck.....	114, two-horse covered coach.
Charles H. Shattuck.....	108, two-horse coach. <i>Accepted April 25, 1857.</i>
A. A. Tarbell.....	100, one-horse carriage.

Contract made with Charles H. Shattuck, dated April 25, 1857, at \$108 per annum.

Leave Brookline daily, except Sunday, at 6 a. m.; arrive at Railroad Depot by 7½ a. m.

Leave Railroad Depot at 8 a. m.; arrive at Brookline by 9½ a. m.

ROUTE No. 277.

From Hollis to the Railroad Depot, four miles, and back, six times a week.

Bidders' names.	Sum per annum.
Rogers & Norton.....	\$231. ***.
John B. Quaid.....	200. ***.
Hiram T. Morrill.....	119, covered wagon, end at Nashua. <i>Accepted April 25, 1857.</i>

Contract made with Hiram T. Morrill, dated April 25, 1857, at \$119 per annum.

Leave Nashua daily, except Sunday, at 5 p. m.; arrive at Hollis by 7½ p. m.

Leave Hollis daily, except Sunday, at 6 a. m.; arrive at Nashua by 8½ a. m.

ROUTE No. 278.

From Windham to Lowell, Massachusetts, 11 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Rogers & Norton.....	\$249. ***.
Zenas Whittier.....	170, wagon or sleigh. <i>Accepted April 25, 1857.</i>

Contract made with Zenas Whittier, dated April 25, 1857, at \$170 per annum.

Leave Windham Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Lowell by 5 p. m.

Leave Lowell Tuesday, Thursday, and Saturday, at 9½ a. m.; arrive at Windham by ½ p. m.

ROUTE No. 279.

From Wilton to Paper Mill Village, 42 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Hiram T. Morrill.....	\$820, four-horse coach to Stoddard, two-horse coach residue, and supply Bennington and Antrim three times a week from Greenfield and three times a week from Wilton.
George B. Ward.....	692, two-horse coach.
Fuller & Foster.....	597. ***.
Hiram T. Morrill.....	497, four-horse coach to Stoddard, two-horse coach residue. <i>Accepted April 25, 1857.</i>
Thomas J. Baker.....	485, four-horse coach to Hancock, two-horse covered carriage residue.

Contract made with Hiram T. Morrill, dated April 25, 1857, at \$497 per annum.

Leave Wilton Tuesday, Thursday, and Saturday, at 10½ a. m.; arrive at Paper Mill Village by 7½ p. m.

Leave Paper Mill Village Monday, Wednesday, and Friday, at 8 a. m.; arrive at Wilton by 5 p. m.

ROUTE No. 280.

From Wilton to Keene, 33 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Hiram T. Morrill.....	\$650, four-horse coach six times a week to Peterboro', three times a week residue.
Laton Martin.....	644, four-horse coach Wilton to Peterboro', two-horse coach residue; also will supply Peterboro' from Wilton daily.
George B. Ward.....	592, two-horse coach.
Hiram T. Morrill.....	495, four-horse coach.
Laton Martin.....	490, four-horse coach to Peterboro', two-horse coach residue.
Foster & Fuller.....	395. ***.
Laton Martin.....	241, four-horse coach six times a week to Peterboro', and three times a week two-horse coach Peterboro' to Keene.
C. Marshall.....	187. ***. <i>Accepted April 25, 1857.</i>

Contract made with C. Marshall, dated April 25, 1857, at \$187 per annum.

Leave Wilton Tuesday, Thursday, and Saturday, at 10½ a. m.; arrive at Keene by 6½ p. m.

Leave Keene Monday, Wednesday, and Friday, at 11 a. m.; arrive at Wilton by 5 p. m.

ROUTE No. 281.

From Dublin to Munsonville, 11 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Kinsley.....	\$220, two-horse coach.
	149. ***.
C. Marshall.....	99. ***. <i>Accepted April 25, 1857.</i>
	99, commence at Peterboro' and end at Nelson.

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Contract made with C. Marshall, dated April 25, 1857, at \$99 per annum.
 Leave Dublin Monday, Wednesday, and Friday, at 3 p. m.; arrive at Munsonville by 6 p. m.
 Leave Munsonville Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Dublin by 9 a. m.

ROUTE No. 282.

From Mason Village to Peterborough, 14 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Otis Bardwell	\$700, two-horse coach.
John Kinsley	489, four-horse coach.
Rogers & Norton	364. 000.
John Kinsley	239. 000.
C. Marshall.....	194. 000. <i>Accepted April 25, 1857.</i>

Contract made with C. Marshall, dated April 25, 1857, at \$194 per annum.
 Leave Mason Village daily, except Sunday, at 10½ a. m.; arrive at Peterborough by 1½ p. m.
 Leave Peterborough daily, except Sunday, at 8 a. m.; arrive at Mason Village by 11 a. m.

ROUTE No. 283.

From Jaffrey to Winchendon, 13 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Otis Bardwell	\$600, two-horse coach.
Charles Sanborn.....	470, two-horse coach.
Rogers & Norton	364. 000.
Zenas Whittier.....	350, wagon or sleigh.
James L. Bolster	250. 000.
Hiram Fuller and Edwin Foster.	250. 000. <i>Accepted April 25, 1857.</i>

Contract made with Hiram Fuller and Edwin Foster, dated April 25, 1857, at \$250 per annum.
 Leave Jaffrey daily, except Sunday, at 8 a. m.; arrive at Winchendon by 11 a. m.
 Leave Winchendon daily, except Sunday, at 2 p. m.; arrive at Jaffrey by 5 p. m.

ROUTE No. 284.

From Keene to Brattleborough, Vermont, 20 miles and back, three times a week.

Bidder's name.	Sum per annum.
Henry Pond	\$339, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Henry Pond, dated April 25, 1857, at \$339 per annum.
 Leave Keene Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Brattleborough by 7 p. m.
 Leave Brattleborough Tuesday, Thursday, and Saturday, at 5½ a. m.; arrive at Keene by 10½ a. m.

ROUTE No. 285.

From Keene to Marlow, 18 miles, and back, twice a week, supplying Sullivan from Keene, six miles, twice a week.
 Proposals for three times a week service invited.

Bidders' names.	Sum per annum.
Samuel J. Vose.....	\$340 00, covered wagon three times a week; supply Sullivan twice a week.
Noah Jackson.....	278 00, two-horse coach.
Rogers & Norton	269 00. 000.
	298 00, three times a week.
Harvey C. Priest	200 00, two-horse coach.
	249 50, three times a week.

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Bidders' names.	Sum per annum.
Laton Martin	\$175 00, two-horse coach, three times a week ; also, supply Sullivan from Keene three times a week. <i>Accepted April 25, 1857.</i>
	148 00, two-horse coach.
	189 00, three times a week.

Contract made with Laton Martin, dated April 25, 1857, at \$175 per annum.
 Leave Keene Thursday and Saturday at 1 p. m. ; arrive at Marlow by 6 p. m.
 Leave Marlow Wednesday and Friday at 6 a. m. ; arrive at Keene by 11 a. m.

ROUTE No. 286.

From Winchester to Fitzwilliam, 13 miles, and back, three times a week, supplying North Richmond from Richmond, 3 miles, in due connexion.

Bidders' names.	Sum per annum.
Sidney A. Morse.....	\$449, two-horse coach.
Oliver L. Howard	450, two-horse coach or sleigh ; supply North Richmond on horse.
	375, two-horse coach, omitting supply of Richmond.
Andrew J. Starkey	290, two-horse coach.
Rogers & Norton	287. 000. <i>Accepted April 25, 1857.</i>
Andrew J. Starkey.....	200, two-horse coach from Keene to Richmond, 11½ miles, three times a week ; schedule proposed.

Contract made with Rogers & Norton, dated April 25, 1857, at \$287 per annum.
 Leave Winchester Monday, Wednesday, and Friday, at 8 a. m. ; arrive at Fitzwilliam by 11 a. m.
 Leave Fitzwilliam Monday, Wednesday, and Friday, at 12 m. ; arrive at Winchester by 3 p. m.

ROUTE No. 287.

From Paper Mill Village to Newport, 20 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Daniel Spaulding	\$375 00, one-horse wagon.
Thomas J. Baker	325 00, one-horse covered carriage.
Emery Knowlton.....	319 00, two-horse coach.
Hiram T. Morrill.....	316 00, covered wagon.
H. C. Priest.....	299 50, two-horse coach.
Zenas Whittier.....	240 00, wagon or sleigh. <i>Accepted April 25, 1857.</i>
E. L. Putney, (after time).....	290 00.

Contract made with Zenas Whittier, dated April 25, 1857, at \$240 per annum.
 Leave Paper Mill Village Monday, Wednesday, and Friday, at 4 p. m. ; arrive at Newport by 9 p. m.
 Leave Newport Monday, Wednesday, and Friday, at 3 a. m. ; arrive at Paper Mill Village by 7 a. m.

ROUTE No. 288.

From Paper Mill Village to Bellows Falls, Vt., 7 miles, and back, six times a week.

Bidders' names.	Amount per annum.
Rogers & Norton	\$324. ***.
Hiram T. Morrill.....	293, two-horse coach.
Zenas Whittier.....	250, wagon or sleigh.
Emery Knowlton.....	213, two-horse coach.
Joseph M. Hall	195, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Joseph M. Hall, dated April 25, 1857, at \$195 per annum.
 Leave Paper Mill Village daily, except Sunday, at 7 a. m.; arrive at Bellows Falls by 9 a. m.
 Leave Bellows Falls daily, except Sunday, at 12 m.; arrive at Paper Mill Village by 2 p. m.

ROUTE No. 289.

From Newport to Lebanon, 24 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Putnam, George.....	\$165, one-horse carriage.
Augustus Barnes	160, one-horse wagon.
Zenas Whittier.....	140, wagon or sleigh. <i>Accepted April 25, 1857.</i>

Contract made with Zenas Whittier, dated April 25, 1857, at \$140 per annum.
 Leave Newport Tuesday and Saturday at 6 a. m.; arrive at Lebanon by 12 m.
 Leave Lebanon Tuesday and Saturday at 1 p. m.; arrive at Newport by 7 p. m.

ROUTE No. 290.

From Newport to Goshen, 6 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Rogers & Norton	\$110. ***.
Zenas Whittier.....	60, wagon or sleigh.
John Lewis, jr	40, or net proceeds, limited to \$40. Service as heretofore.
	40, or net proceeds of Goshen and Mill Village, not to exceed \$40 per annum. Service, horse or wagon. <i>Accepted April 25, 1857.</i>

Contract made with John Lewis, jr., dated April 25, 1857, at \$40 per annum.
 Leave Newport Tuesday and Saturday at 1 p. m.; arrive at Goshen by 3 p. m.
 Leave Goshen Tuesday and Saturday at 3½ p. m.; arrive at Newport by 5½ p. m.

ROUTE No. 291.

From Charlestown to Lempster, 14 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Rodney Buss.....	\$270, end at Ackworth.
Zenas Whittier.....	190, wagon or sleigh. <i>Accepted April 25, 1857.</i>

Contract made with Zenas Whittier, dated April 25, 1857, at \$190 per annum.
 Leave Charlestown Tuesday, Thursday, and Saturday, at 3 p. m.; arrive at Lempster by 7 p. m.
 Leave Lempster Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Charlestown by 11 a. m.

ROUTE No. 292.

From Claremont to Lebanon, 21 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Russell & Hill.....	\$349, two-horse coach.
Abner Trescott	285, two-horse conveyance.
Joel M. Haywood.....	250, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Joel M. Haywood, dated April 25, 1857, at \$250 per annum.
 Leave Claremont daily, except Sunday, at 8 a. m.; arrive at Lebanon by 12 m.
 Leave Lebanon on arrival of first train from Boston—say 2 p. m.; arrive at Claremont by 6 p. m.

ROUTE No. 293.

From Bradford to Claremont, 25 miles, and back, six times a week; Sunapee to be supplied from Newport, 4 miles, twice a week, in due connexion with main route.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Hiram Fuller	\$647. 000.
Chester Ayerill	625, four-horse coach main route; one-horse wagon branch.
Abner Trescott	550, four horse coach.
Caleb S. Rogers, C. H. Norton & Thomas Stuart.	493. ***. <i>Accepted April 15, 1857.</i>

Contract made with Rogers, Norton & Stuart, dated April 25, 1857, at \$493 per annum.
 Leave Bradford daily, except Sunday, at 1 p. m.; arrive at Claremont by 5 p. m.
 Leave Claremont daily, except Sunday, at 5 a. m.; arrive at Bradford by 9 a. m.

ROUTE No. 294.

From Bradford to Lempster, 16 miles, and back, three times a week.

Bidders' names.	Sum per annum.
A. S. Cressy	\$494. ***.
Lorenzo D. Richardson	449, two-horse coach, commence at Hillsboro' Bridge, via Hillsboro', &c.
George B. Ward	442, two-horse coach, three times a week from Hillsboro' Bridge, via Hillsboro', Washington, East Lempster, Lempster, Unity, to Claremont.
George Jones	440, two-horse team.
Hiram T. Morrill	415, covered wagon.
George B. Ward	392, two-horse coach.
	342, two-horse coach Hillsboro' Bridge, via Hillsboro', Washington, East Lempster, to Lempster.
Rogers & Norton	297. ***.
Harvey M. Bowman	244, two-horse covered coach, commence at Hillsboro' Bridge. <i>Accepted April 25, 1857.</i>
	194. ***. commence at Hillsboro' Bridge.
	194. ***.

Contract made with Harvey M. Bowman, dated April 25, 1857, at \$240 per annum.
 Leave Hillsboro' Bridge Monday, Wednesday, and Friday, at 5 p. m. or on arrival of cars; arrive at Lempster by 9½ p. m.
 Leave Lempster Monday, Wednesday, and Friday, at 4 a. m.; arrive at Hillsboro' Bridge by 8½ a. m.

ROUTE No. 295.

From West Andover to Croydon, 20 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Orren B. Davis	\$475, two-horse coach.
Ed. Judkins	400, two-horse team.
Zenas Whittier	360, wagon or sleigh.
John C. Crocker	344, two-horse team.
Ambrose Stowell	330, two-horse team, covered, termini reversed.
Moses Walker	325, two-horse covered carriage.
Paine Durkee	315, two-horse team.
Martin A. Barton	300, two-horse covered carriage.
Samuel Smith	300, two-horse team.
	300, daily, West Andover to East Croydon. No guarantee.
Wm. E. Melendy	299, two-horse carriage, suitable to keep mail dry.
Anthony Colby	299, two-horse carriage or wagon.
Pliny Hall	294, two-horse stage. <i>Accepted April 25, 1857.</i>

Contract made with Pliny Hall, dated April 25, 1857, at \$294 per annum.
 Leave West Andover Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Croydon by 6 p. m.
 Leave Croydon Monday, Wednesday, and Friday, at 10 a. m.; arrive at West Andover by 3 p. m.

ROUTE No. 296.

From New London to Potter Place, on Northern Railroad, 10 miles, and back, three times a week. Proposals for three additional trips invited.

Bidders' names.	Sum per annum.	
George B. Ward.....	\$344, two-horse coach.	
	392, daily.	
Foster & Fuller	237. 000.	
Anthony Colby.....	200, two-horse coach or wag.	
	50 per ann. additional for	} <i>Accepted April 25, '57.</i>
	three additional trips	
	per week.	
Caleb S. Rodgers and C. H. Norton	200. 000.	
	267, additional, for invited service.	
Zenas Whittier	148, wagon or sleigh.	



Contract made with Anthony Colby, dated April 25, 1857, at \$250 per annum.
 Leave New London daily, except Sunday, at 7 a. m.; arrive at Potter Place by 10 a. m.
 Leave Potter Place daily, except Sunday, at 12 m.; arrive at New London by 3 p. m.

ROUTE No. 297.

From New London to Roby's Corner, 12 miles, and back, three times a week; George's Mills to be supplied once a week from New London, 6 miles, in due connexion.

Bidders' names.	Sum per annum.	
Anthony Colby.....	\$300, two-horse coach or wagon. Supply George's Mills by horse.	
Zenas Whittier.....	260, wagon or sleigh. <i>Accepted April 25, 1857.</i>	

Contract made with Zenas Whittier, dated April 25, 1857, at \$260 per annum.
 Leave New London Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Roby's Corner by 1 p. m.
 Leave Roby's Corner Monday, Wednesday, and Friday, at 5 p. m.; arrive at New London by 8 p. m.

ROUTE No. 298.

From West Rumney to East Canaan, 16 miles, and back, twice a week. Proposals invited for six times a week service between West Rumney and North Dorchester.

Bidders' names.	Sum per annum.	
Charles Sanborn.....	\$475. 000.	
Charles Lane.....	222, one or two-horse carriage.	
	295, invited service.	
Joseph Leavitt	200, one-horse coach.	
Rogers & Norton	200. 000.	
	298, invited service.	
James F. Rogers	200, single team.	
	350, six times a week, North Dorchester as invited.	
Wiseman Kelly, jr.....	198, one-horse carriage.	
Moses Kelly	197, one-horse coach, go by Cheever's Corner instead of North Dorchester.	
Zenas Whittier.....	170, wagon or sleigh. <i>Accepted April 25, 1857.</i>	
Joseph Leavitt.....	150, by a good and sufficient mode of conveyance to end at North Dorchester. Part of route only.	

Contract made with Zenas Whittier, dated April 25, 1857, at \$170 per annum.
 Leave West Rumney Tuesday and Saturday at 8 a. m.; arrive at East Canaan by 1 p. m.
 Leave East Canaan Tuesday and Saturday at 2 p. m.; arrive at West Rumney by 7 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 299.

From Bristol to Groton, 12 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Batchelder & Dove.....	\$474, two horses and carriage.
Edward Judkins.....	400, two-horse team.
Zenas Whittier.....	360, wagon or sleigh.
Charles Sanborn.....	295, two-horse coach.
William Elliott	250, two-horse carriage.
Samuel S. Gale.....	200, two-horse stage.
Moses B. Howe.....	150, two-horse wagon.
Samuel S. Gale.....	70, two-horse stage. <i>Accepted April 25, 1857.</i>

Contract made with Samuel S. Gale, dated April 25, 1857, at \$70 per annum.

Leave Bristol daily, except Sunday, at 2 p. m.; arrive at Groton by 5 p. m.

Leave Groton daily, except Sunday, at 2 p. m.; arrive at Bristol by 5 p. m.

ROUTE No. 300.

From Canterbury Depot to Shaker Village, 7 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Charles Sanborn.....	\$470.
David C. Batchelder.....	298, one-horse coach.
James F. Noyes.....	290, one-horse vehicle.
Frederick Chase.....	290, covered carriage.
Charles Sanborn.....	274, one-horse conveyance.
Charles Lane.....	262, one or two-horse carriage.
Zenas Whittier.....	200, wagon or sleigh. <i>Accepted April 25, 1857.</i>

Contract made with Zenas Whittier, dated April 25, 1857, at \$200 per annum.

Leave Canterbury Depot daily, except Sunday, at 11½ a. m.; arrive at Shaker Village by 1 p. m.

Leave Shaker Village at 1½ p. m.; arrive at Canterbury Depot by 3 p. m.

ROUTE No. 301.

From Sanbornton Bridge to Franklin, 4 miles, and back, six times a week.

Bidders' names.	Sum per annum.
William B. French.....	\$294, stages.
David C. Batchelder.....	270, two-horse carriage.
Little, Morrison, & Hutchinson.	225, two-horse service.
Rogers & Norton	210. 000.
Charles Lane.....	196, one or two-horse coach.
Charles Sanborn.....	195, two-horse coach.
Zenas Whittier.....	150, wagon or sleigh.
E. A. Clement	100, two-horse stage.
D. Tillotson	68. 000. <i>Accepted April 25, 1857.</i>

Contract made with D. Tillotson, dated April 25, 1857, at \$68 per annum. Transferred to E. A. Clement at \$68, from July 1, 1857.

Leave Sanbornton Bridge daily, except Sunday, at 9 a. m.; arrive at Franklin by 10 a. m.

Leave Franklin daily, except Sunday, at 4 p. m.; arrive at Sanbornton Bridge by 5 p. m.

ROUTE No. 302.

From Union Bridge Depot to Gilmanton, 9 miles, and back, six times a week.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.
Abraham Morrison.....	\$575.
Ivory Dore	500.
Jno. E. Little.....	500, one-horse service.
David C. Batchelder.....	474, two-horse coach.
Hiram Fellow.....	400, two-horse team.
Isaac C. Marsh.....	394, two-horse covered carriage.
Chas. Sanborn.....	390, two horse coach.
L. H. Mudgett.....	380, two-horse open or covered carriage.
Chas. Lane	375, one or two-horse coach.
Cyrus N. Corning.....	370, two-horse coach.
Wm. B. French.....	344, stages.
Jonathan Clay	300, two-horse team, covered carriage.
Zenas Whittier.....	230, wagon or sleigh. <i>Accepted April 25, 1857.</i>

Contract made with Zenas Whittier, dated April 25, 1857, at \$230 per annum.

Leave Union Bridge Depot daily, except Sunday, at 11 a. m. ; arrive at Gilmanton by 1½ p. m.

Leave Gilmanton daily, except Sunday, at 6 a. m. ; arrive at Union Bridge Depot by 8½ a. m.

ROUTE No. 303.

From Dover to Portsmouth, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
E. Judkins.....	\$550, two-horse team.
Rogers & Norton	399. 000.
Luther C. Kimball and Steph. Thompson	350, two-horse stage. <i>Accepted April 25, 1857.</i>

Contract made with Kimball & Thompson, dated April 25, 1857, at \$350 per annum.

Leave Dover daily, except Sunday, at 9 a. m. ; arrive at Portsmouth by 12 m.

Leave Portsmouth daily, except Sunday, at 1 p. m. ; arrive at Dover by 4 p. m.

ROUTE No. 304.

From Dover to Alton Bay, 28 miles, and back, six times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Cocheco Railroad Company ----	\$2,800, railroad cars.

Contract ordered with Cocheco Railroad Company, at \$1,400 per annum.

ROUTE No. 305.

From Great Falls to Union, 20 miles, and back, six times a week, and as frequently as cars run if required.

Bidder's name.	Sum per annum.
Great Falls and Conway R. R. Co.-	\$1,000, railroad cars. <i>Accepted June 8, 1857.</i>

Contract made with the Great Falls and Conway Railroad Company, dated June 8, 1857, at \$1,000 per annum.

Leave Great Falls daily, except Sunday, at 10½ a. m. ; arrive at Union by 1 p. m.

Leave Union daily, except Sunday, at 2½ p. m. ; arrive at Great Falls by 4 p. m.

ROUTE No. 306.

From Gonic to North Barnstead, 14 miles, and back, once a week.

Bidders' name..	Sum per annum.
Lorenzo B. Hall	\$200, one-horse carriage.
Gailand & Drake	180, one-horse conveyance.
David D. Blunt.....	175 000.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Horatio N. Foss	150, one-horse conveyance; or 80, going and returning same day.
Noah T. Pitman	78, one-horse conveyance; both trips same day. <i>Accepted April 25, 1857.</i> 145, as advertised.

Contract made with Noah T. Pitman, dated April 25, 1857, at \$78 per annum.

Leave Gonic Saturday at 12 m.; arrive at North Barnstead by 6 p. m.

Leave North Barnstead Friday at 5 p. m.; arrive at Gonic next day by 10 a. m.

ROUTE No. 307.

From Farmington to Wolfborough, 16 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Moses H. Chesley	\$375, — horse coach.
Nath'l R. Thompson	300.
Wm. Hale	300, one-horse coach.
Wm. B. Furber	270, one-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Wm. B. Furber, dated April 25, 1857, at \$270 per annum.

Leave Farmington Wednesday and Saturday at 11 a. m.; arrive at Wolfborough by 4 p. m.

Leave Wolfborough Tuesday and Friday at 12 m.; arrive at Farmington by 4 p. m.

ROUTE No. 308.

From Pittsfield to Downing's Mills, (Alton,) 16 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Boody & Emerson	\$349, two-horse coach.
Galland & Drake	340, one-horse coach.
Horatio N. Foss	300, one-horse coach.
Jackson Freese	296. 000.
Noah T. Pitman	224, one-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Noah T. Pitman, dated April 25, 1857, at \$224 per annum.

(From 1st October to 1st May.)

Leave Pittsfield Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Alton by 3½ p. m.

Leave Alton Monday, Wednesday, and Friday, at 12 m.; arrive at Pittsfield by 4½ p. m.

(From 1st May to 1st October.)

Leave Pittsfield Tuesday, Thursday, and Saturday, at 5 a. m.; arrive at Alton by 9½ a. m.

Leave Alton Monday, Wednesday, and Friday, at 12½ p. m.; arrive at Pittsfield by 5 p. m.

ROUTE No. 309.

From Union to Ossipee, 15 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Leander D. Sinclair	\$400, four-horse stage.
Stephen Durgin	300, two-horse coach, 1 hour less. 400, daily.
Leander D. Sinclair	200, four-horse stage.
Cyrus K. Drake	175, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Cyrus K. Drake, dated April 25, 1857, at \$175 per annum.

Leave Union Monday, Wednesday, and Friday, at 1 p. m.; arrive at Ossipee by 5 p. m.

Leave Ossipee Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Union by 12 m.

ROUTE No. 310.

From Union to Tuftonborough, 18 miles, and back, once a week.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.
Leander D. Sinclair.....	\$200. 000.
C. K. Drake.....	165.
John Canney.....	150, two-horse covered wagon.
Chas. F. Wiggin.....	140, one-horse wagon.
Augustus Brown.....	124.
Geo Hobbs.....	124.
Joseph F. Brown.....	120, single wagon.
Wm. L. Wentworth.....	100, one-horse wagon. <i>Accepted April 25, 1857.</i>

Contract made with Wm. L. Wentworth, dated April 25, 1857, at \$100 per annum.

Leave Union Tuesday, at 3 p. m.; arrive at Tuftonborough by 7 p. m.

Leave Tuftonborough Tuesday, at 8 a. m.; arrive at Union by 12 m.

ROUTE No. 311.

From Alton Bay to Wolfborough, 10 miles, and back, six times a week during the year ; and to Centre Harbor and Meredith Village, 20 miles, and back, three times a week during the season of navigation ; South Wolfborough to be supplied from Wolfborough once a week, on Monday, during the season of navigation.

Bidder's name.	Sum per annum.
Wm. Hale.....	\$800, steamboat and two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Wm. Hale, dated April 25, 1857, at \$800 per annum.

Leave Alton Bay daily, except Sunday, at 11 a. m.; arrive at Wolfborough by 1 p. m.

Leave Wolfborough daily, except Sunday, at 1 p. m.; arrive at Alton Bay by 4 p. m.

Leave Wolfborough Monday, Wednesday, and Friday, at 3 p. m; arrive at Centre Harbor by 8 p. m.

Leave Centre Harbor Tuesday, Thursday, and Saturday, at 5 a. m.; arrive at Wolfborough by 8 a. m.

Leave Wolfborough Tuesday, Thursday, and Saturday, at 3 p. m.; arrive at Meredith Village by 8 p. m.

Leave Meredith Village Monday, Wednesday, and Friday, at 5 a. m.; arrive at Wolfborough by 8 a. m.

ROUTE No. 312.

From Lake Village to Alton Bay, 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John E. Little.....	\$595, two-horse coach.
Chas. Sanborn.....	570. 000.
A. L. Morrison.....	500.
O. B. Davis.....	500, two-horse coach.
David C. Batchelder.....	490, horse and carriage.
Perley B. Brown.....	447, two-horse conveyance.
Boody & Emerson.....	420, one-horse coach.
Chas. Lane.....	395, or from Laconia, via Lake Village, Gilford Village, West Alton, to Alton Bay, three times a week for same, one or two horse carriage.
David Lawrence.....	375, two-horse coach.
Zenas Whittier.....	270, wagon or sleigh. <i>Accepted April 25, 1857.</i>

Contract made with Zenas Wittier, dated April 25, 1857, at \$270 per annum.

Leave Lake Village Monday, Wednesday, and Friday, at 10 a. m.; arrive at Alton Bay by 2 p. m.

Leave Alton Bay Tuesday, Thursday and Saturday, at 1 p. m.; arrive at Lake Village by 5 p. m.

ROUTE No. 313.

From Wolfborough to Centre Sandwich, 20 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John E. Little.....	\$750, two-horse service.
Silas Durgin.....	450, two-horse carriage.
Sam'l Dinsmore.....	420, two-horse coach.
David Lawrence.....	395, two-horse coach. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract made with David Lawrence, dated April 25, 1857, at \$395 per annum.

Leave Wolfborough Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Centre Sandwich by 8 p. m.

Leave Centre Sandwich Monday, Wednesday, and Friday, at 7 a. m.; arrive at Wolfborough by 1 p. m.

ROUTE No. 314.

From Wolfborough to Conway, 33 miles, and back, three times a week, with three additional weekly trips to Ossipee, 9 miles, and back.

Bidders' names.	Sum per annum.
John E. Little.....	\$1,600, two-horse service.
W. S. Abbott	1,174, four-horse coach.
	1,174, two-horse coach.
Wm. Hale.....	999, two-horse carriage.
N. & J. K. Abbott.....	945, two-horse covered carriage.
C. K. Drake.....	865.
	850, coach. Commence at Union instead of Wolfborough, including three weekly trips to Ossipee, 15 miles.
Stephen Durgin.....	700, two-horse coach.
Leander D. Sinclair	600. ***.
Allen & Roles.....	473. ***. Accepted April 25, 1857.
L. D. Sinclair.....	200. ***. End at Ossipee.

Contract made with Allen & Roles, dated April 25, 1857, at \$473 per annum.

Leave Wolfborough daily, except Sunday, at 1 p. m.; arrive at Ossipee by 3 p. m.

Leave Ossipee daily, except Sunday, at 11 a. m.; arrive at Wolfborough by 1 p. m.

Leave Ossipee Tuesday, Thursday, and Saturday, at 3 p. m.; arrive at Conway next days by 1 a. m.

Leave Conway Monday, Wednesday, and Friday, at 3 a. m.; arrive at Ossipee same days by 11 a. m.

ROUTE No. 315.

From Wakefield to Effingham, 12 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Cyrus Keay.....	\$198, one-horse coach.
Cyrus K. Drake.....	180, two-horse coach. Accepted April 25, 1857.

Contract made with Cyrus K. Drake, dated April 25, 1857, at \$180 per annum.

Leave Wakefield Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Effingham by 6 p. m.

Leave Effingham Monday, Wednesday, and Friday, at 8 a. m.; arrive at Wakefield by 12 m.

ROUTE No. 316.

From Meredith Village to Conway, 39 miles, and back, six times a week. Route to commence at Centre Harbor, instead of Meredith Village, during navigation on the lake. Proposal, to run direct from Moultonboro' to Tamworth, with a branch from Moultonboro', by Sandwich and Centre Sandwich, to North Sandwich, to be run in due connexion, invited.

Bidders' names.	Sum per annum.
John E. Little.....	\$2,500, two-horse coach.
	2,245, four-horse coach, direct. Certain offices to be supplied by side mail or branch.
	2,000.
Geo. R. Kimball.....	2,000, four-horse coach.
	1,800, two-horse coach.

Bidders' names.	Sum per annum.
Wm. S. Abbott.....	1,944, four-horse coach.
	1,894, four-horse coach, with privilege of supplying Sandwich, Centre Sandwich, and North Sandwich, from Moultonboro', in two-horse coach.
	1,844, four-horse coach.
	1,794, four-horse coach; same privileges asked.
Gilman & Durgin	1,197, two-horse coach.
Steph. Durgin.....	800, two-horse coach, and will supply Sandwich, Centre Sandwich, and North Sandwich, with branch from Moultonboro', two hours less time in due connexion. <i>Accepted April 25, 1857.</i>

Contract made with Stephen Durgin, dated April 25, 1857, at \$800 per annum.
 Leave Meredith Village daily, except Sunday, at 1 p. m.; arrive at Conway by 9 p. m.
 Leave Conway daily, except Sunday, at 5 a. m.; arrive at Meredith Village, by 1 p. m.

(Schedule during navigation on the lake.)

Leave Centre Harbor daily, except Sunday, at 1½ p. m.; arrive at Conway by 9 p. m.
 Leave Conway daily, except Sunday, at 5 a. m.; arrive at Centre Harbor by ½ p. m.

ROUTE No. 317.

From Meredith Village to Centre Harbor, 4 miles, and back, three times a week, during the season of navigation.

Bidders' names.	Sum per annum.
Stephen Durgin	\$250, two-horse coach.
Jno. E. Little	250.
Charles Lane.....	195, one or more horse carriage, and at the same rate, six times a week; schedule proposed.
James M. Bedee.....	174.
Rogers & Norton	149. 000.

Not let; covered by No. 318.

ROUTE No. 318.

From Weir's Bridge to Centre harbor, 30 miles, and back, six times a week, during season of navigation on the lake.

Bidder's name.	Sum per annum.
William Walker.....	\$600, low pressure steamboat; will extend over No. 317, to Meredith Village, on horseback, for 650 per annum. <i>Accepted April 25, 1857.</i>

Contract made with William Walker, dated April 25, 1857, at \$650 per annum.
 Leave Wier's Bridge daily, except Sunday, at 12 m.; arrive at Centre Harbor by 1 p. m.
 Leave Centre Harbor daily, except Sunday, at 1½ p. m.; arrive at Wier's Bridge by 2½ p. m.

ROUTE No. 319.

From Conway to Fryeburgh, Maine, 8 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Stephen Durgin	\$400, two-horse couch.
John E. Little	285.
Nathaniel Abbott.....	220, two-horse stage; secure dry boot.
Hiram C. Abbott	195, two-horse covered wagon.
Joseph P. Greenleaf	194. 000.
Charles Sanborn.....	159. 000.
Thomas S. Abbott	150, one-horse wagon.
Rogers & Norton.....	149. 000.
Thomas Taylor	145, one-horse wagon. <i>Accepted April 25, 1857</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract made with Thomas Taylor, dated April 25, 1857, at \$145 per annum.

Leave Conway Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Fryeburgh by 11 a. m.

Leave Fryeburgh Tuesday, Thursday, and Saturday, at 12 m.; arrive at Conway by 2 p. m.

ROUTE No 320.

From Conway to Littleton, 53 miles, and back, three times a week; with three additional weekly trips in the months of June, July, August, and September.

Bidders' names.	Sum per annum.
Franklin J. Eastman	\$1,960, two-horse coach; and four-horse coach in June, July, August, and September.
Thomas J. Abbott	1,860, four-horse coach or stage wagon during June, July, August, and September; two-horse stage wagon residue.
John G. Sinclair	1,770. 000.
	1,770, 000, four or six-horse coach June to October.
Russell & Thorn	1,550, four-horse coach June, July, August, and September; two-horse coach residue.
Henry Langward	1,495, four-horse coach. <i>Accepted April 25, 1857.</i>
Horace S. Campbell	1,450, four-horse post-coach from June 1 to October 1; residue, two-horse post-coach.

Contract made with Henry Langward, dated April 25, 1857, at 1,495 per annum.

Leave Conway Monday, Wednesday, and Friday, at 6 a. m.; arrive at Littleton next days by 9½ a. m.

Leave Littleton Tuesday, Thursday, and Saturday, at 5½ p. m.; arrive at Conway Monday, Wednesday, and Friday, by 6 p. m.

ROUTE No. 321.

From Lower Bartlett to Gorham, 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
Russell & Hill	\$243.
George W. Mudgett	190, two horse team.
G. W. M. Pitman	175, two-horse team six months; one-horse six months, and supply Jackson twice a week. <i>Accepted April 25, 1857.</i>
Elisha Stokes	80, to Jackson only, 5 miles, twice a week.

Contract made with G. W. M. Pitman, dated April 25, 1857, at \$175 per annum.

Leave Lower Bartlett Friday at 10 a. m.; arrive at Gorham by 5 p. m.

Leave Gorham Saturday at 11 a. m.; arrive at Lower Bartlett by 6 p. m.

ROUTE No. 322.

From Berlin Falls to Milan, 8 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Rogers & Norton	\$149. 000.
Daniel Davis	125, two-horse coach.
Sullivan T. Bickford	100, horse and wagon, or sleigh.
	125, three times a week; schedule proposed.
Jacob Ellingwood	90, one-horse coach.
	125, three times a week.
L. Jewett	85, twice a week, one-horse coach. <i>Accepted April 25, 1857.</i>
	120, three times a week.

Contract made with L. Jewett, dated April 25, 1857, at \$85 per annum.

Leave Berlin Falls Wednesday and Saturday at 6 p. m.; arrive at Milan by 8 p. m.

Leave Milan Wednesday and Saturday at ½ p. m.; arrive at Berlin Falls by 3 p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 323.

From Plymouth to Littleton, 42 miles, and back, 3 times a week; with three additional weekly trips in the months of July, August, and September.

Bidders' names.	Sum per annum.
John E. Little	\$1,300.
U. C. Clark	790, two-horse team.
Cephas Brackett	730, two-horse coach; July, August, and September, four-horse coach.
Marden, Greenleaf & Bedee.....	699, four-horse coach.
Rogers, Norton & Stuart.....	643, 000.
Russell & Hill.....	619, four-horse coach; July, August, and September, two-horse coach residue.
Jason Clough	469. 000. <i>Accepted April 25, 1857.</i>

Contract made with Jason Clough, dated April 25, 1857, at \$469 per annum.

Leave Plymouth Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Littleton Monday, Wednesday, and Friday, by 10 p. m.

Leave Littleton Monday, Wednesday, and Friday, at 4 a. m.; arrive at Plymouth next days by 12 m.

ROUTE No. 324.

From North Haverhill to Benton, 7½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Rogers, Norton & Stuart.....	\$159. 000.
Charles Sanborn.....	149. 000.
Charles Lane.....	150, one or two-horse carriage.
Ira Whitcher.....	75, one-horse coach.
George Wells	72, one-horse wagon or sleigh, as season requires. <i>Accepted April 25, 1857.</i>

Contract made with George Wells, dated April 25, 1857, at \$72 per annum.

Leave North Haverhill Wednesday and Saturday at 3 p. m.; arrive at Benton by 5½ p. m.

Leave Benton Wednesday and Saturday at 12 m.; arrive at North Haverhill by 2½ p. m.

ROUTE No. 325.

From Lisbon to Sugar Hill, 7 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Russell & Hill.....	\$200.
Charles Sanborn.....	163. 000.
Charles Lane.....	150.
Cephas Brackett.....	130.
J. C. Young.....	125, one-horse coach.
Obed Boyles, jr.....	100, one-horse coach.
Eben Aldrick.....	85, one-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Eben Aldrick, dated April 25, 1857, at \$85 per annum.

Leave Lisbon Tuesday, Thursday, and Saturday, at 5 p. m.; arrive at Sugar Hill by 6¼ p. m.

Leave Sugar Hill Tuesday, Thursday, and Saturday, at 2½ p. m.; arrive at Lisbon by 4 p. m.

ROUTE No. 326.

From Littleton to Wells River, Vermont, 21 miles, and back, six times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
White Mountain Railroad Company.	\$1,575, railroad cars, and supply side offices as before.

Contract made with White Mountain Railroad Company, dated July 17, 1857, at \$1,050 per annum, from July 1, 1857.

Schedule not reported.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 327.

From Littleton to Northumberland Depot, on Atlantic and St. Lawrence railroad, 31 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Wm. B. French.....	\$674, stages.
Horace S. Campbell.....	579, four-horse coach by Whitefield, instead of North Littleton, and other offices, to be supplied in connexion with the cars, on Tuesday, Thursday, and Saturday.
Russell & Brockett.....	450, four-horse coach. 400, three times a week to Lancaster, six times a week to Northumberland Depot, in six-horse coaches, 8 months horse, (will render 328 unnecessary.)
Jason Clough	370. 000.
Curtis C. Clark.....	300, four-horse team from Littleton, by North Littleton and Dalton, to Lancaster, three times a week, and from Littleton, by Whitefield, to Lancaster, three times a week, and six times a week residue.
James B. Sumner.....	290. 000.
Wallace Lindsey.....	128, two-horse service.
Wm. H. Baxter.....	60, four-horse coach to Northumberland. <i>Accepted April 25, 1857.</i>

Contract ordered with Wm. H. Baxter, at \$60 per annum. He failed to execute. Service performed by S. A. Russell to September 20. Contract made with James B. Sumner, at \$290, from September 21, 1857.

Leave Littleton daily, except Sunday, at 5 p. m.; arrive at Northumberland Depot next day by 10 a. m.

Leave Northumberland Depot daily, except Sunday, at 7 p. m., arrive at Littleton next day by 9 a. m.

ROUTE No. 328.

From Littleton to Lancaster, 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Charles Sanborn.....	\$215, two-horse coach.
James B. Sumner.....	200. 000.
Jason Clough	170, six times a week.
Wallace Lindsey.....	150, two-horse service.
Jason Clough	85. 000.
Simpson E. Chase.....	75, two-horse carriage, end at Whitefield.
Franklin J. Eastman.....	74, four-horse coach.
Wm. H. Baxter.....	19, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract ordered with Wm. H. Baxter at \$19 per annum. He failed to execute. Contract made with F. J. Eastman at \$74 per annum, dated August 17, 1857. Service from July 1

Leave Littleton Monday, Wednesday, and Friday, at 6 a. m.; arrive at Lancaster by 10 a. m.

Leave Lancaster Tuesday, Thursday, and Saturday, at 3 p. m.; arrive at Littleton by 7 p. m.

ROUTE No. 329.

From Whitefield to Carroll, 5 miles, and back, once a week.

Bidders' names.	Sum per annum.
L. A. Russell & H. Hill.....	\$70. (Ruled too high, not let.)

ROUTE No. 330.

From Lancaster to Jefferson, 7 miles, and back, once a week. Proposals to extend to Gorham invited.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.
Jared W. Williams	\$200, one or two-horse wagon or buggy, or barouche ; extend to Gorham.
Hiram Twitchell	190, one-horse coach ; extend to Gorham.
George R. Hodgdon	140. ***. Extend to Gorham. <i>Accepted April 25, 1857.</i>
Russell & Hill.....	75.
John W. Spaulding.....	70, horse, or horse wagon, or sleigh.
	130, Jefferson to Gorham.
	187, Lancaster to Gorham.
Abraham Bedell, jr.....	65, one horse and one-horse carriage.
	174, same conveyance, and extend to Gorham, 28 miles.
Hiram Twitchell.....	60, one-horse carriage.

Contract made with George R. Hodgdon, dated April 25, 1857, at \$140 per annum.
 Leave Lancaster Thursday at 6 a. m.; arrive at Jefferson by 8 a. m.
 Leave Jefferson Thursday at 8½ a. m.; arrive at Lancaster by 10½ a. m.

ROUTE No. 331.

From Coos to Canaan, 27 miles, and back, three times a week ; with a branch from Colebrook to Stewartstown, 6 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Tirrill & Aldrick, jr.....	\$700, horse and carriage.
William M. Smith.....	480, one or two-horse carriage, as business may require.
Cephas Bracket.....	460, two-horse coach.
Horace S. Campbell.....	439, six times a week in two-horse coach as far as Colebrook ; three times a week residue ; branch, as advertised.
Dudley S. Keyser	400, one or two-horse coach.
Benjamin Aldrick.....	348. 000.
H. S. Campbell	339, two-horse coach.
Russell & Hill.....	275, two-horse coach ; supply Stewartstown with one-horse wagon.
Hasen Bedell.....	273, 000. <i>Accepted April 25, 1857.</i>

Contract made with Hasen Bedell, dated April 25, 1857, at \$273 per annum.
 Leave Coos Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Canaan by 12 m.
 Leave Canaan Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Coos by 8 p. m.
 Leave Colebrook Tuesday and Saturday at 7 a. m ; arrive at Stewartstown by 9 a. m.
 Leave Stewartstown Tuesday and Saturday at 10 a. m.; arrive at Colebrook by 12 m.

ROUTE No. 332.

From Stewartstown to Pittsburg, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hasen Bedell	\$98 00. 000.
Robert Tirrill.....	94 50.
	94 00.
Joseph Robie	49 00. <i>Accepted April 25, 1857.</i>

Contract made with Joseph Robie, dated April 25, 1857, at \$49 per annum.
 Leave Stewartstown Saturday at 11 a. m.; arrive at Pittsburg by 3 p. m.
 Leave Pittsburg Saturday at 6 a. m.; arrive at Stewartstown by 10 a. m.

ROUTE No. 333.

From Erroll to Wilson's Mills, Me., 15 miles, and back, once a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Gilman Bennett	\$150. 000.
J. W. Clark	135. 000.
C. S. Rogers and C. H. Norton..	124. 000. <i>Accepted April 25, 1857.</i>
Eph. P. Bean, (after time).....	124, horse or foot.

Contract made with C. S. Rogers and C. H. Norton, dated April 25, 1857, at \$124 per annum.

Leave Erroll Wednesday at 6 a. m.; arrive at Wilson's Mills by 3 p. m.

Leave Wilson's Mills Tuesday at 9 a. m.; arrive at Erroll by 6 p. m.

ROUTE No. 334.

From Bristol to New Hampton, 5 miles, and back, six times a week.

(No bid.)

Contract made with Fletcher Wells, dated June 10, 1857, at \$100 per annum.

Leave Bristol daily, except Sunday, at 5 p. m.; arrive at New Hampton by 6 p. m.

Leave New Hampton daily, except Sunday, at 8 a. m.; arrive at Bristol by 9 a. m.

SPECIAL ROUTES IN NEW HAMPSHIRE.

Albany from Conway, 4 miles, and back, once a week.

Service authorized at \$15 a year : limited to net proceeds.

Alexandria from Bristol, 4 miles, and back, four times a week.

Service authorized at \$60 a year : limited to net proceeds.

Alstead from Paper Mill Village, $3\frac{1}{2}$ miles, and back, twice a week.

Service performed by William C. Wilson, at \$28 a year : limited to net proceeds.

Bedford from Manchester, 4 miles, and back, six times a week.

Service performed by Niel Fullerton, at \$25 a year : limited to net proceeds.

Centre Strafford from Strafford, 3 miles, and back, once a week.

Service authorized at \$40 a year : limited to net proceeds.

East Alton from Alton, 3 miles, and back, once a week.

Service authorized at \$20 a year : limited to net proceeds.

East Landaff from Franconia, 5 miles, and back, once a week.

Service authorized at \$25 a year : limited to net proceeds.

Ellsworth from Rumney, 8 miles, and back, once a week.

Service performed by Obadiah D. Kelley, at \$24 a year : limited to net proceeds.

Gilford Village from Gilford, $3\frac{1}{2}$ miles, and back, once a week.

Service performed by Morrill S. Gillman, at \$25 a year : limited to net proceeds.

Hanover Centre from Hanover, 6 miles, and back, twice a week.

Service authorized at \$50 a year : limited to net proceeds.

Hudson from Nashua, — miles, and back, three times a week.

Service authorized at \$50 a year : limited to net proceeds.

Landaff from Lisbon, $4\frac{1}{2}$ miles, and back, twice a week.

Service performed by Damon B. Hall, at \$50 a year : limited to net proceeds.

Lyman from Lisbon, $4\frac{1}{2}$ miles, and back, twice a week.

Service performed by David Army, at \$30 a year : limited to net proceeds.

Lyndeborough from Wilton, 3 miles, and back, three times a week.

Service performed by Lafayette Herrick, at \$28 a year : limited to net proceeds.

Meredith Centre from Meredith, 5 miles, and back, twice a week.

Service authorized at \$50 a year : limited to net proceeds.

Milton Mills from Milton, 5 miles, and back, six times a week.

Service performed by Sylvester Loud, at \$100 a year : limited to net proceeds.

North Groton from Rumney, 5 miles, and back, twice a week.

Service performed by J. K. Bryer, at \$50 a year : limited to net proceeds.

North Salem from Salem, 4 miles, and back, once a week.
 Service performed by Obadiah Dunston, at \$20 a year : limited to net proceeds.

Orfordville from Orford, 3 miles, and back, three times a week.
 Service performed by David R. Beall, at \$45 per year : limited to net proceeds.

Pottersville from Marlborough, 4 miles, and back, twice a week.
 Service performed by Ira P. Smith, at \$50 a year : limited to net proceeds.

South Bradford from Bradford, 2½ miles and back, twice a week.
 Service authorized at \$25 a year : limited to net proceeds.

South Hampton from Amesbury, three miles and back, six times a week.
 Service authorized at \$50 a year : limited to net proceeds.

South Kingston from Newton Depot, 1 mile, and back, six times a week.
 Service performed by James Barret, at \$60 a year: limited to net proceeds.

West Boscawen from Boscawen, 7 miles, and back, three times a week.
 Service performed by John D. Stackpole, at \$50 a year : limited to net proceeds.

West Campton from Campton, — miles, and back, three times a week.
 Service performed by Stephen Crosby, at \$60 a year : limited to net proceeds.

West Milton from Farmington, 3 miles, and back, twice a week.
 Service performed by John E. Goodwin, at \$40 a year : limited to net proceeds.

West Salisbury from Salisbury, — miles, and back, six times a week.
 Service performed by William Huntress, at \$160 a year : limited to net proceeds.

West Windham from Windham or Londonderry, 3 miles, and back, once a week.
 Service authorized at \$25 a year : limited to net proceeds.

STATE OF VERMONT.

(From July 1, 1857, to June 30, 1861.)

ROUTE No. 401.

From Montpelier to Royalton, 36½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
Mahlon Cottrill	\$800, two-horse coach. 125, three additional trips to Barre.
Simeon A. Babbitt.....	775, including 447, two-horse stages from Montpelier, by Barre, South Barre, Williamstown, Brookfield, and Randolph to West Randolph six times a week, supplying Braintree from West Randolph three times a week ; or 675, from West Randolph, by Randolph, to Montpelier, six times a week to Williamstown, and three times a week residue, supplying Braintree three times a week. Gives schedule. 225, two-horse open stage ; commence at East Brookfield.
Caleb S. Rogers and C. H. Norton	774. ***.
Chas. Sanborn	725, two-horse coach.
S. A. Babbitt	575, including 447, Montpelier, by Barre, South Barre, Williamstown, Brookfield and Randolph to West Randolph, three times a week ; 29 residue, two-horse stage, supplying Braintree three times a week from West Randolph.
Jerry Butterfield	575, two-horse covered carriage.
Horace Dana	493, two-horse service.
Ed. Sprague, jr.	487, two-horse coach. 487. ***
Stephen Freeman.....	473, two-horse service.
Chas. Nash	400, two horses.
L. Boutwell	300, horse coach. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract made with L. Boutwell, dated April 25, 1857, at \$300 per annum.

Leave Montpelier Monday, Wednesday, and Friday, at 2 a. m.; arrive at Royalton in time for the cars to Boston—say by 11 a. m.

Leave Royalton Tuesday, Thursday, and Saturday, on arrival of Boston mail—say 3 p. m.; arrive at Montpelier by 12 night.

ROUTE No. 402.

From Montpelier to Chelsea, 24 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Rogers & Norton	\$549. ***.
Alonzo Barnes	380, two-horse coach.
L. Boutwell.....	220, coaches.
Elihu Norton	195, one-horse conveyance.
Jno. Snow	197, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Jno. Snow, dated April 25, 1857, at \$197 per annum.

Leave Montpelier Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Chelsea by 4 p. m.

Leave Chelsea Monday, Wednesday, and Friday, at 10 a. m.; arrive at Montpelier by 3 p. m.

ROUTE No. 403.

From Montpelier to Bradford, 34 miles, and back, three times a week; with three additional weekly trips between East Corinth and Bradford, 8 miles, and back.

Bidders' names.	Sum per annum.
Jas. C. Stevens.....	\$573, two-horse conveyance. 515. ***. 462.
Isaac Tabor, jr.....	300, two-horse carriage or more, provided he is appointed mail messenger at Bradford, at \$22, and for special supply of Topsham.
Daniel Rowland	300, two-horse covered stages. <i>Accepted April 25, 1857.</i>

Contract made with Daniel Rowland, dated April 25, 1857, at \$300 per annum.

Leave Montpelier Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Bradford by 4 p. m.

Leave Bradford Monday, Wednesday, and Friday, at 8 a. m.; arrive at Montpelier by 4 p. m.

Leave East Corinth Monday, Wednesday, and Friday, at 11 a. m.; arrive at Bradford by 1 p. m.

Leave Bradford Tuesday, Thursday, and Saturday, at 3 p. m.; arrive at Corinth by 4½ p. m.

ROUTE No. 404.

From Montpelier to Danville, 31 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Cyret Barret	\$700, two-horse coach.
H. S. Boutwell.....	348, four-horse coach. 335, four-horse covered coach. <i>Accepted April 25, 1857.</i>

Contract made with H. S. Boutwell, dated April 25, 1857, at \$335 per annum.

Leave Montpelier Monday, Wednesday, and Friday, at 1 p. m.; arrive at Danville by 7 p. m.

Leave Danville Tuesday, Thursday, and Saturday, at 5 a. m.; arrive at Montpelier by 11 a. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 406.

From Montpelier to Barton, 45 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Charles Sanborn	\$925, two-horse coach.
W. C. Stearns	775, two-horse coach.
Lester Barret	500, two-horse post coach.
H. S. Boutwell	390, four-horse coach.
	375, four-horse covered coach. <i>Accepted April 25, 1857.</i>
James Buswell, (after time)	697, two-horse coach.

Contract made with H. S. Boutwell, dated April 25, 1857, at \$375 per annum ; transferred to and made with James C. Stevens, at \$300, from July 1, 1857.

Leave Montpelier Tuesday, Thursday, and Saturday, at 7 a. m. ; arrive at Barton by 5 p. m.

Leave Barton Monday, Wednesday, and Friday, at 9 a. m. ; arrive at Montpelier by 7 p. m.

ROUTE No. 406.

From Montpelier to St. Albans, 60 miles, and back, three times a week.

Proposals for three additional trips between Bakersfield and St. Albans are invited.

Bidders' names.	Sum per annum.
Mahlon Cottrill	\$1,000, two-horse stages, or 1,250, with three additional trips between Bakersfield and St. Albans.
Jarib L. Sanderson	900, two-horse wagon. <i>Accepted April 25, 1857.</i> 400, for three additional trips between Bakersfield and St. Albans.

Contract made with Jarib L. Sanderson, dated April 25, 1857, at \$900 per annum.

Leave Montpelier Monday, Wednesday, and Friday, at 8 a. m. ; arrive at St. Albans next day by 8 a. m.

Leave St. Albans Tuesday, Thursday, and Saturday, at 4 p. m. ; arrive at Montpelier Wednesday, Friday, and Monday, by 5 p. m.

Three additional trips per week between Bakersfield and St. Albans ordered, from 1st July, at \$217 50 per annum.

ROUTE No. 407.

From Middlesex to Warren, 20 miles and back, three times a week.

Bidders' names.	Sum per annum.
Caleb S. Rogers and C. H. Norton	\$349. 000.
Alpheus Robbins	249, two-horse coach.
H. G. Vandusen	170, one-horse carriage.
Alanson Luce	165, two-horse stage.
Charles Green	120, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Charles Green, dated April 25, 1857, at \$120 per annum.

Leave Middlesex Tuesday, Thursday, and Saturday, at 5 p. m. ; arrive at Warren by 11 p. m.

Leave Warren Monday, Wednesday, and Friday, at 4 a. m. ; arrive at Middlesex by 10 a. m.

ROUTE No. 408.

From Waterbury to Hyde Park, 21 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Hawley & Scogell	\$243, four-horse coach. 194. 000.
George P. Hawley	60, four-horse coach. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract made with George P. Hawley, dated April 25, 1857, at \$60 per annum.
 Leave Waterbury daily, except Sunday, at 5½ p. m.; arrive at Hyde Park by 10¼ p. m.
 Leave Hyde Park daily, except Sunday, at 3 a. m.; arrive at Waterbury by 8 a. m.

ROUTE No. 409.

From Jonesville to Waterville, 28 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Martin Robie	\$419. 000.
	489, two-horse stage.
Wilbur F. Stone.....	400, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Wilbur F. Stone, dated April 25, 1857, at \$400 per annum.
 Leave Jonesville Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Waterville by 5 p. m.
 Leave Waterville Monday, Wednesday, and Friday, at 9 a. m.; arrive at Jonesville by 5 p. m.

ROUTE No. 410.

From Burlington to Rouse's Point, N. Y., 53½ miles, and back, six times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department.
 Contract made with Vermont & Canada R. R. Co., dated September 11, 1857, at \$6,750 per annum, from July 1, 1857.
 (Schedule not reported.)

ROUTE No. 411.

From Burlington to Vergennes, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Rogers & Norton	\$775. ***.
Oscar Hinesdale.....	575, one-horse vehicle.
Noble B. Flanagan.....	475, two-horse carriage; Hinesburg to Burlington daily.
O. Boynton.....	469, two-horse carriage; Hinesburg to Burlington daily, or 4 times a week pro rata.
Isham W. Kinney.....	450. ***. Burlington to Hinesburg.
Edward Rush.....	400, one-horse wagon.
William Love.....	380. <i>Accepted April 25, 1857.</i>
Edward Rush.....	375, daily, in two-horse stages, to and at Hinesburg.
William Love.....	375, Hinesburg to Burlington daily.
F. W. Crandall.....	374, six times a week; Hinesburg, by St. George, to Burlington.
O. Boynton.....	312, Hinesburg, by Monkton, to North Ferrisburg, three times a week.
Noble B. Flanagan.....	300, Hinesburg, by Monkton, to Ferrisburg, provided daily mail from Hinesburg to Burlington be established.
William Love.....	250, Hinesburg, via Monkton, to North Ferrisburg, three times a week.
F. W. Crandall.....	250, three times a week, from Hinesburg, by Monkton, to North Ferrisburg.
Harrison O. Smith.....	939, one-horse wagon. (Received after time.)

Contract made with William Love, dated April 25, 1857, at \$380 per annum.
 Leave Burlington Monday, Wednesday, and Friday, at 7½ a. m.; arrive at Vergennes by 3½ p. m.
 Leave Vergennes Tuesday, Thursday, and Saturday, at 9½ a. m.; arrive at Burlington by 5½ p. m.

ROUTE No. 412.

From Burlington to Plattsburg, N. Y., 25 miles, and back, six times a week during suspension of navigation on Lake Champlain.

CONTRACTS FOR CARRYING THE MAILS.

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Bidder's name.	Sum per annum.
Edward Rush	\$125, two-horse stage. <i>Accepted April 25, 1857.</i>

Contract made with William Rush, dated April 25, 1857, at \$125 per annum.
 Leave Burlington daily, except Sunday, at 7 a. m.; arrive at Plattsburg by 4 p. m.
 Leave Plattsburg daily, except Sunday, at 7 a. m.; arrive at Burlington by 4 p. m.

ROUTE No. 413.

From Painesville to Johnson, 31 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Benjamin F. Hackett.....	\$900.
W. F. Stone.....	800, four-horse coach.
Edward Rush	600, four-horse stage.
George Carlton.....	593. <i>ooo.</i>
	850, two-horse stage.
	947, four-horse stage.
Martin Robie.....	429. <i>ooo.</i>
	635, two-horse stage.
	837, four-horse stage.
John A. Sawyer.....	350, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract ordered with John A. Sawyer, at \$350 a year; failed to execute. Contract made with W. F. Stone, at \$800, from July 30, 1857.
 Leave Painesville daily, except Sunday, at 6 p. m.; arrive at Johnson next day by 1 a. m.
 Leave Johnson daily, except Sunday, at 4 a. m.; arrive at Painesville same day by 9½ a. m.

ROUTE No. 414.

From Milton to Alburg, 48 miles, and back, twice a week.
 Proposals for an additional trip to North Hero invited.

Bidders' names.	Sum per annum.
H. Hill.....	\$898 72, one-horse coach.
	250 00, additional weekly trip to North Hero.
	1,432 00, tri-weekly service and extend to West Alburg.
Henry Smith.....	575 00, one-horse carriage.
	142 00, additional weekly trip to North Hero.
	284 00, Milton to North Hero twice a week.
	425 00, Milton to North Hero three times a week.
Rogers & Norton.....	499 00. <i>ooo.</i>
William S. Bennett.....	394 00, one-horse carriage.
	100 00, additional for additional trip to N. Hero.
Orrin D. Snow	375 00, one-horse carriage. } <i>Accepted April 25, 1857.</i>
	75 00, additional trip to N. Hero. }
	300 00, twice a week; end at North Hero.
	375 00, three times a week; end at North Hero.
R. B. Griffith.....	350. <i>ooo.</i>
	175 00, additional trip to North Hero.

Contract made with Orrin D. Snow, dated April 25, 1857, at \$450 per annum. Ordered to end at North Hero, at \$126 less, from commencement.
 Leave Milton Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at North Hero by 1 p. m.
 Leave North Hero Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Milton Wednesday, Friday, and Monday, by 6½ a. m.

ROUTE No. 415.

From Georgia Depot to Fairfax, 4 miles, and back, six times a week; supplying Westford from Fairfax, 4 miles, three times a week, in due connexion.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Reuben Dewey.....	\$510 00. ^{ooo} .
Julian H. Dewey.....	465 00. ^{ooo} .
Joseph Bowdish.....	444 60, two-horse carriage.
Darius Scott.....	425 00, two-horse stage; supply Westford by horse.
C. S. Rogers & C. H. Norton....	299. ^{***} . <i>Accepted April 25, 1857.</i>

Contract made with C. S. Rogers & C. H. Norton, dated April 25, 1857, at \$299 per annum.

Leave Fairfax daily, except Sunday, at 5½ p. m.; arrive at Georgia Depot by 6½ p. m.

Leave Georgia Depot daily, except Sunday, at 7 p. m.; arrive at Fairfax by 8 p. m.

ROUTE No. 416.

From Fairfax to Cambridge, 9 miles, and back, twice a week; supplying Buck Hollow from Fairfax, 5 miles, once a week, in due connexion.

Bidders' names.	Sum per annum.
Rogers & Norton.....	\$299. ^{***} .
Harvey Butts.....	225, two-horse stage.
Darius Scott.....	200, two-horse stage; supply Buck Hollow with horse mail.
Bufus Cady.....	150, schedule reversed.
Daniel Macoy.....	144. ^{***} . <i>Accepted April 25, 1857.</i>
Abijah A. Buck.....	60, twice a week.
	40, once a week.

Contract made with Daniel Macoy, dated April 25, 1857, at \$144 per annum.

Leave Fairfax Tuesday and Saturday at 12 m.; arrive at Cambridge by 3 p. m.

Leave Cambridge Monday and Friday at 12 m.; arrive at Fairfax by 3 p. m.

ROUTE No. 417.

From St. Albans to Highgate, 9 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Marshall E. Lindsay.....	\$100, two-horse coach.
Jarib L. Sanderson.....	97, two-horse covered wagon. <i>Accepted April 25, 1857.</i>

Contract made with Jarib L. Sanderson, dated April 25, 1857, at \$97 per annum. Ordered to extend to Franklin, and run six times a week, at \$200 additional from commencement.

Leave St. Albans daily, except Sunday, at 12 m.; arrive at Franklin by 3 p. m.

Leave Franklin daily, except Sunday, at 2 p. m.; arrive at St. Albans by 5 p. m.

ROUTE No. 418.

From St. Albans to Richford, 27 miles, and back, twice a week. Proposals for four additional trips invited.

Bidders' names.	Sum per annum.
Jarib L. Sanderson.....	\$300, two-horse covered wagon.
	600, six times a week, two-horse covered wagon.
Marshall E. Lindsay.....	300, two-horse coach.
	600, two-horse coach, six times a week.
O. J. Smith.....	298. ^{ooo} .
	550, four additional trips.
Mahlon Cottrill.....	200, two-horse coach. <i>Accepted April 25, 1857.</i>
	500, two-horse coach, six times a week.

Contract made with Mahlon Cottrill, dated April 25, 1857, at \$200 per annum.

JUNE 16, 1857.—Service increased to six times a week, at contractor's bid of \$500 a year, with a branch from North Sheldon, by East Franklin and West Berkshire, to Berkshire, 10 miles, six times a week, at \$200 additional per annum, making pay stand at \$700 per annum.

Leave St. Albans daily, except Sunday, at 1 p. m.; arrive at Richford by 8 p. m.

Leave Richford daily, except Sunday, at 2 a. m.; arrive at St. Albans by 9 a. m.

CONTRACTS FOR CARRYING THE MAILS.

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Schedule for branch.

Leave North Sheldon daily, except Sunday, at 3 p. m. ; arrive at Berkshire by 5½ p. m.
Leave Berkshire daily, except Sunday, at 6 p. m. ; arrive at Sheldon next day by 6 a. m..

ROUTE No. 419.

From Sheldon to Enosburg, 10½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
Thomas P. Lawrence.....	\$400, one-horse coach, carriage, or wagon.
Mahlon Cottrill	330, two-horse stage.
Ira Jones.....	300, two-horse team.
John Spooner	190, two-horse carriage.
George Sloan.....	169, two-horse wagon. <i>Accepted April 25, 1857.</i>

Contract made with George Sloan, dated April 25, 1857, at \$169 per annum.

Leave Sheldon Tuesday, Thursday, and Saturday, at 3 p. m. ; arrive at Enosburg by 5 p. m.

Leave Enosburg Tuesday, Thursday, and Saturday, at 8 a. m. ; arrive at Sheldon by 2 p. m.

ROUTE No. 420.

From Swanton to Richford, 25 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Nelson Bullard.....	\$1,000, two-horse coach.
Jarib L. Sanderson.....	500, two-horse covered wagon. <i>Accepted April 25 1857.</i>

JUNE 16, 1857.—Acceptance rescinded. Service discontinued.

ROUTE No. 421.

From East Berkshire to Montgomery Centre, 8 miles, and back, twice a week.

Bidders' names.	Sum per annum.
E. S. Holmes.....	\$85, two-horse carriage.
Liberty Martin.....	80, two-horse wagon or sleigh.
Charles C. Martin.....	79, one or two horses.
Eli Bush.....	78. ***.
Porter Scott	75, one-horse wagon or sleigh.
Jehiel W. Corse	65, one-horse carriage.
Dolphus Paul, jr.....	64. ***. <i>Accepted April 25, 1857.</i>

Contract ordered with Dolphus Paul, jr., at \$64 per annum. Transferred to and made with Dolphus Paul, at \$64 from commencement, dated July 17.

Leave East Berkshire Wednesday and Saturday at 11 a. m. ; arrive at Montgomery Centre by 1 p. m.

Leave Montgomery Centre Wednesday and Saturday at 8 a. m. ; arrive at East Berkshire by 10 a. m.

ROUTE No. 422.

From Johnson to North Craftsbury, 26 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Phineas S. Benjamin.....	\$400, two-horse coach.
William F. Stone.....	390, two-horse coach.
George P. Hawley	345, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with George P. Hawley, dated April 25, 1857, at \$345 per annum.

Leave Johnson Tuesday, Thursday, and Saturday, at 5 a. m. ; arrive at North Craftsbury by 11 a. m.

Leave North Craftsbury Monday, Wednesday, and Friday, at 2½ p. m. ; arrive at Johnson by 8 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 423.

From Johnson to Derby Line, 47 miles, and back, three times a week.

Bidders' names.	Sum per annum.
W. F. Stone	\$800, two-horse coach.
George W. Warner	587, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with George W. Warner, dated April 25, 1857, at \$587 per annum.

Leave Johnson Monday, Wednesday, and Friday, at 1 p. m.; arrive at Derby Line next days by 12 m.

Leave Derby Line Monday, Wednesday, and Friday, at 12 m.; arrive at Johnson next days by 11 a. m.

ROUTE No. 424.

From North Craftsbury to Derby Line, 32 miles, and back, three times a week.

Bidders' names.	Sum per annum.
H. B. Bundy	\$525, two-horse coach.
W. F. Stone	500, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with W. F. Stone, dated April 25, 1857, at \$500 per annum.

Leave North Craftsbury Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Derby Line by 7½ p. m.

Leave Derby Line Monday, Wednesday, and Friday, at 6½ a. m.; arrive at North Craftsbury by 2½ p. m.

ROUTE No. 425.

From Troy to Richford; 24 miles, and back, three times a week.

Bidders' names.	Sum per annum.
George W. Warner	\$275, two-horse coach.
Jarib L. Sanderson	225, two-horse Concord wagon.
Hiram Hill	219, two-horse coach.
Fred. Flint	175, two-horse coach. <i>Accepted April 25, 1857.</i>
James Russell, (after time)	349, two-horse coach.

Contract made with Fred. Flint, dated April 25, 1857, at \$175 per annum.

Leave Troy Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Richford by 6 p. m.

Leave Richford Monday, Wednesday, and Friday, at 5 a. m.; arrive at Troy by 1 p. m.

ROUTE No. 426.

From Troy to Barton, 21 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William B. French	\$393, stage.
J. S. Kellam	175, two-horse coach six months, four-horse coach residue.
Fred. Flint	50, two-horse team.
Hiram Hill	21, two-horse coach. <i>Accepted April 25, 1857.</i>
James Buswell, (after time) ...	300, two-horse coach.
	490, four-horse coach.

Contract made with Hiram Hill, dated April 25, 1857, at \$21 per annum.

Leave Troy Monday, Wednesday, and Friday, at 10 a. m.; arrive at Barton by 3 p. m.

Leave Barton Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Troy by 2 p. m.

ROUTE No. 427.

From Morgan to Derby Line, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
Russell & Hill	\$74, commence at Holland.
Lyman Townsend	80. <i>Accepted April 25, 1857.</i>

Contract made with Lyman Townsend, dated April 25, 1857, at \$80 per annum.

Leave Morgan Saturday at 7 a. m.; arrive at Derby Line by 11 a. m.

Leave Derby Line Saturday at 1 p. m.; arrive at Morgan by 5 p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 428.

From Island Pond to Derby Line, 22 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Cyret Barrett.....	\$400, two-horse coach.
Nickerson Warner.....	300, two-horse coach.
L. A. Russell & Hiram Hill..	249, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with L. A. Russell & Hiram Hill, dated April 25, 1857, at \$249 per ann.
 Leave Island Pond Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Derby Line by 10 a. m.
 Leave Derby Line Tuesday, Thursday, and Saturday, at 4 p. m.; arrive at Island Pond by 8 p. m.

ROUTE No. 429.

From Lyndon Centre to East Charleston, 23 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Hiram Hill.....	\$648, or 445, two-horse coach, to run from Lyndon Centre to West Burke, Willoughby Lake to West Charleston, supplying East Burke, Newark, and East Charleston, twice a week by horse.
Nickerson Warner.....	300, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Nickerson Warner, dated April 25, 1857, at \$300 per annum.
 Leave Lyndon Centre Monday and Thursday at 7 a. m.; arrive at East Charleston by 3 p. m.
 Leave East Charleston Tuesday and Friday at 7 a. m.; arrive at Lyndon Centre by 3 p. m.

ROUTE No. 430.

From Lyndon Centre to Island Pond, 22 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John M. Hoyt.....	\$500, two-horse stage.
Cyret Barrett.....	350, two-horse coach.
George W. Warner.....	250, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with George W. Warner, dated April 25, 1857, at \$250 per annum.
 Leave Lyndon Centre Monday, Wednesday, and Friday, at 8 a. m.; arrive at Island Pond by 3 p. m.
 Leave Island Pond Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Lyndon Centre by 3 p. m.

ROUTE No. 431.

From East Burke to Northumberland, N. H., 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Curtis Stanford.....	\$183, one-horse carriage.
George Hubbard.....	148, horse and wagon.
L. A. Russell & Hiram Hill.....	143. <i>Accepted April 25, 1857.</i>

Contract made with L. A. Russell & Hiram Hill, dated April 25, 1857, at \$143 per annum.
 Leave East Burke Tuesday at 8 a. m.; arrive at Northumberland by 4 p. m.
 Leave Northumberland Wednesday at 8 a. m.; arrive at East Burke by 4 p. m.

ROUTE No. 432.

From Northumberland, N. H., to Canaan, 23 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. H. Hallstrom.....	\$224, horse and wagon.
Willis Hall.....	220.
Horace S. Campbell.....	149, ***. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract made with Horace S. Campbell, dated April 25, 1857, at \$149 per annum.
 Leave Northumberland Tuesday at 10 a. m.; arrive at Canaan by 6 p. m.
 Leave Canaan Wednesday at 6 a. m.; arrive at Northumberland by 2 p. m.

ROUTE No. 443.

From St. Johnsbury to Derby Line, 47 miles, and back, six times a week; one-half of the trips to go and return by Wheelock, Sheffield, and Glover, instead of Lyndon Centre and Sutton.

Bidders' names.	Sum per annum.
William B. French.....	\$974, stages.
Cyret Barrett.....	900, two-horse coach.
Hiram Hill.....	748, four-horse coach. <i>Accepted April 25, 1857.</i>
	or 1,200, four-horse coach eight miles an hour.
James Buswell, (after time)....	990, four-horse coach.

Contract made with Hiram Hill, dated April 25, 1857, at \$748 per annum.

Leave St. Johnsbury daily, except Sunday, on arrival of cars from Boston, say at 5 p. m.; arrive at Derby Line next day by 11 a. m.

Leave Derby Line daily, except Sunday, at 4 a. m.; arrive at St. Johnsbury same day by 2 p. m.

ROUTE No. 434.

From St. Johnsbury to Danville, 7 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Cyret Barrett.....	\$360, two-horse coach.
Charles G. Noyes.....	84, four-horse coach.
L. A. Russell.....	69, four-horse coach.
Solomon Stevens, jr.....	45, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Solomon Stevens, jr., dated April 25, 1857, at \$45 per annum.
 Transferred to and made with G. A. Burbank, at \$45, from commencement.

Leave St. Johnsbury daily, except Sunday, at 5 p. m.; arrive at Danville by 6½ p. m.

Leave Danville daily, except Sunday, at 9½ a. m.; arrive at St. Johnsbury by 11 a. m.

ROUTE No. 435.

From St. Johnsbury to North Danville, 5 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Rogers & Norton.....	\$249. 000.
Charles Varney.....	123.
L. A. Russell & Hiram Hill....	93. <i>Accepted April 25, 1857.</i>

Contract made with L. A. Russell & Hiram Hill, dated April 25, 1857, at \$93 per annum.

Leave St. Johnsbury Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at North Danville by 11 a. m.

Leave North Danville Tuesday, Thursday, and Saturday, at 5½ p. m.; arrive at St. Johnsbury by 6½ p. m.

ROUTE No. 436.

From St. Johnsbury to Lancaster, N. H., 28 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Charles Sanborn.....	\$625, two-horse coach.
Russell & Hill.....	520, two-horse coach.
John Hill.....	400, two-horse wagon.
Cephas Brackett.....	370, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Cephas Brackett, dated April 25, 1857, at \$370 per annum.

Leave St. Johnsbury Tuesday, Thursday, and Saturday, at 5 p. m.; arrive at Lancaster by 12 night.

Leave Lancaster Monday, Wednesday, and Friday, at 4 a. m.; arrive at St. Johnsbury by 11 a. m.

ROUTE No. 437.

From Danville to North Craftsbury, 24 miles, and back, six times a week ; three of the trips to run from East Hardwick, by South Hardwick, to Wolcott.

Bidders' names.	Sum per annum.
Sol. Stevens, jr.....	\$600, two-horse covered wagon.
Cephas Brackett.....	470, two-horse coach.
L. A. Russell & Hiram Hill	448, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with L. A. Russell & Hiram Hill, dated April 25, 1857, at \$448 per annum.
Leave Danville daily, except Sunday, at 7 a. m. ; arrive at Wolcott Monday, Wednesday, and Friday, by 1 p. m. ; and at North Craftsbury Tuesday, Thursday, and Saturday, by 1 p. m.

Leave Wolcott Monday, Wednesday, and Friday, at 1 p. m. ; and North Craftsbury Tuesday, Thursday, and Saturday, at 1 p. m. ; arrive at Danville by 7 p. m.

ROUTE No. 438.

From Lower Waterford to Littleton, N. H., 8 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jason Clough	444. ***. From St. Johnsbury, by West Waterford, Lower Waterford, to Littleton, N. H.
Obadiah Parker	249, one-horse wagon. 250, one-horse wagon. Extend to St. Johnsbury, via West Waterford.
L. A. Russell & Hiram Hill	149, two-horse coach. <i>Accepted April 25, 1857.</i> 299, two-horse coach ; embracing St. Johnsbury.
Jason Clough	198. ***. From Littleton, N. H., to Lower Waterford, Vt.

Contract made with L. A. Russell & Hiram Hill, dated April 25, 1857, at \$149 per annum.
Leave Lower Waterford Tuesday, Thursday, and Saturday, at 7 a. m. ; arrive at Littleton by 9 a. m.

Leave Littleton Tuesday, Thursday, and Saturday, at 5 p. m., or on arrival from the south ; arrive at Lower Waterford by 7 p. m.

ROUTE No. 439.

From Barnet to Peacham, 7 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Lafayette Strobbridge	\$400. 000.
Caleb S. Rogers & C. H. Norton..	249. ***.
L. A. Russell & Hiram Hill	119, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with L. A. Russell & Hiram Hill, dated April 25, 1857, at \$119 per annum.

Leave Barnet daily, except Sunday, at 4 p. m. ; arrive at Peacham by 5½ p. m.

Leave Peacham daily, except Sunday, at 9½ a. m. ; arrive at Barnet by 11 a. m.

ROUTE No. 440.

From McIndoes Falls Railroad Station to Lower Waterford, Vt., 8 miles, and back, twice a week.

Bidders' names.	Sum per annum.
L. A. Russell & Hiram Hill	\$95, two-horse coach from McIndoes Falls. <i>Accepted April 25, 1857.</i>
Philip P. Mason.....	150, horse and carriage.

Contract made with L. A. Russell & Hiram Hill, dated April 25, 1857, at \$95 per annum.

Leave McIndoes Falls Railroad Station Monday and Friday at 5 p. m. ; arrive at Lower Waterford by 8 p. m.

Leave Lower Waterford Monday and Friday at 8½ p. m. ; arrive at McIndoes Falls Railroad Station next day by 10 a. m.

ROUTE No. 441.

From Wells River to Groton, 11 miles, and back, three times a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Charles Lane	\$298, one or two horse carriage.
Charles Sanborn	295, two-horse coach.
Jesse H. Page	200, two-horse coach.
William Miller, jr	200.
Harvey F. Slack	195, two-horse conveyance.
Russell & Hill	149.
George Welch	148, two-horse open carriage. <i>Accepted April 25, 1857.</i>
	94, two-horse carriage; old route.
Wm. Miller, jr.	90, from Groton, by South Ryegate, to Wells river.
George Welch	75, one-horse wagon or sleigh to Ryegate.

Contract made with George Welch, dated April 25, 1857, at \$148 per annum.

Leave Wells River Tuesday, Thursday, and Saturday. on the arrival of the cars from the south, say at 3 p. m.; arrive at Groton by 6 p. m.

Leave Groton Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Wells river by 11 a. m.

ROUTE No. 442.

From West Topsham to East Orange, 3 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Frank S. Rogers	\$39 00, one-horse wagon or sleigh.
Danl. Rowland	32 00, one-horse wagon.
Wm. Rogers	24 49, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Wm. Rogers, dated April 25, 1857, at \$24 49 per annum.

(Service discontinued.)

ROUTE No. 443.

From East Thetford to Chelsea, 21 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Chas. Sanborn	\$525. ***.
Cyret Barrett	400, two-horse coach.
Russell & Hill	349, two-horse coach; commence at Thetford.
E. P. Cooley	300, four-horse coach to West Fairlee; two-horse residue.
Elihu Norton	250.
E. P. Cooley	250. ***. <i>Accepted April 25, 1857.</i>
	179.

Contract made with E. P. Cooley, dated April 25, 1857, at \$250 per annum.

Leave East Thetford daily, except Sunday, at 3 p. m.; arrive at Chelsea by 8 p. m.

Leave Chelsea daily, except Sunday, at 4 a. m.; arrive at East Thetford by 9 a. m.

ROUTE No. 444.

From Stafford to Pompanoosuc, 12 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Rogers & Norton	\$444. ***.
Chas. Sanborn	437. ***.
E. G. McIntyre	275, two-horse coach; points reversed.
Wm. S. Bradbury	250, two-horse coach.
Bradbury & Hazleton	245, two-horse covered carriage or sleigh.
Jason B. Hoyt	190, two-horse coach.
Cyret Barrett	160, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Cyret Barrett, dated April 25, 1857, at \$160 per annum.

Leave Stafford daily, except Sunday, at 7 a. m.; arrive at Pompanoosuc by 10½ a. m.

Leave Pompanoosuc daily, except Sunday, at 2 p. m.; arrive at Stafford by 6 p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 445.

From White River Junction to St. Johnsbury, 61 miles, and back, six times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Connecticut and Passumpsic Rivers Railroad	\$6,100, railroad cars. <i>Accepted June 8, 1857.</i>

Contract made with the Connecticut and Passumpsic Rivers Railroad Company, dated June 8, 1857, at \$6,100 per annum.
(Schedule not reported)

ROUTE No. 446.

From South Royalton to Chelsea, 14 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Chas. Sanborn	\$525, two-horse coach.
Mahlon Cottrill	450, two-horse coach.
S. G. P. Craig	300, four-horse coach.
Cyret Barrett	250, two-horse coach.
Horace Dana	248, two-horse service.
Elihu Norton	195, one horse conveyance.
Jno. Bolton	189, two-horse coach.
Lester Barrett	187, two-horse coach.
Ebenezer Smith	145, four horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Ebenezer Smith, dated April 25, 1857, at \$145 per annum.
Leave South Royalton daily, except Sunday, at 3 p. m. ; arrive at Chelsea by 5½ p. m.
Leave Chelsea daily, except Sunday, at 9 a. m. ; arrive at South Royalton by 11½ a. m.

ROUTE No. 447.

From West Randolph to Brookfield, 10 miles, and back, six times a week ; supplying Braintree from West Randolph, 5 miles, three times a week.

Bidders' names.	Sum per annum.
Rogers & Norton	\$494. 000.
Jas. E. Whitcomb	300, two-horse stages ; supply Braintree with horse.
Horace Dana	289.
Edward Sprague, Jr.	275. 000.
Sol. G. Heaton	274, two-horse open carriage, with boat.
Phineas Moulton	269, two-horse service.
Stephen Freeman	263, two-horse service.
Chas. Whitney, jr	173, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Chas. Whitney, jr., dated April 25, 1857, at \$173 per annum.
Leave West Randolph daily, except Sunday, at 6 a. m. ; arrive at Brookfield by 11 a. m.
Leave Brookfield daily, except Sunday, at 12 m. ; arrive at West Randolph by 3 p. m.

ROUTE No. 448.

From Royalton to East Barnard, 6 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Rogers & Norton	\$169. 000.
Alden Chamberlain	124.
Stephen Freeman	94.
Levi Johnson	93.
	90. <i>Accepted April 25, 1857.</i>

Contract made with Levi Johnson, dated April 25, 1857, at \$90 per annum.
Leave Royalton Monday, Wednesday, and Friday, at 3 p. m., or on arrival of southern mail ; arrive at East Barnard by 4½ p. m.
Leave East Barnard Monday, Wednesday, and Friday, at 5 p. m. ; arrive at Royalton by 6½ p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 449.

From Woodstock to Charlestown, N. H., 32 miles, and back, six times a week.

Bidders' names.	Sum per annum.
W. J. Sanderson	\$1,180, two-horse coach.
Benjamin F. Stearns.....	988, two-horse carriage to Springfield, four-horse coach residue.
Rogers & Norton.....	824. ooo.
Addis M. Foster.....	698, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Addis M. Foster, dated April 25, 1857, at \$698 per annum. Transferred to and made with Edward Putnam, at \$698, from July 1.

Leave Woodstock daily, except Sunday, at 3 a. m.; arrive at Charlestown by 11 a. m.

Leave Charlestown daily, except Sunday, at 1 p. m.; arrive at Woodstock by 9 p. m.

ROUTE No. 450.

From Woodstock to West Hartford, 11½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
William B. French.....	\$394, stage.
Judson A. Maxham.....	200, two-horse open carriage. <i>Accepted April 25, '57.</i>

Contract made with Judson A. Maxham, dated April 25, 1857, at \$200 per annum.

Leave Woodstock Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at West Hartford by 12 m.

Leave West Hartford Tuesday, Thursday, and Saturday, at 3½ p. m.; arrive at Woodstock by 6½ p. m.

ROUTE No. 451.

From Hartland Depot to Bethel, 28 miles, and back, six times a week.

Bidders' names.	Sum per annum.
William Billings.....	\$694, two or four-horse coach.
Rogers & Norton	568. ***.
A. M. Foster.....	400, two-horse coach. Commence at Woodstock, end at Windsor.
	400, two-horse coach, six times a week. Commence at Woodstock.

(Not let.)

Re-advertised April 18, 1857, in two parts, as follows, viz :

From Woodstock to Windsor, 15 miles, and back, six times a week ; and

From Woodstock to Bethel, 18 miles, and back, six times a week.

Bidders' names.	Sum per annum.
John P. Skinner & Dan. Stevens	\$730, two-horse post chaise.
	365, Woodstock to Windsor.
William Billings	694, two-horse coach.
	600, two to four-horse coach.
	575. ooo. <i>Accepted May 30, 1857.</i>
	595. ooo.
Charles H. Norton.....	593. ooo.

Contract made with William Billings, dated May 30, 1857, at \$575 per annum.

Leave Woodstock daily, except Sunday, at 5 a. m.; arrive at Windsor by 7½ a. m.

Leave Windsor daily, except Sunday, at 6 p. m., or on arrival of cars; arrive at Woodstock by 8½ p. m.

Leave Woodstock daily, except Sunday, at 8 a. m.; arrive at Bethel by 11 a. m.

Leave Bethel daily, except Sunday, at 4 p. m.; arrive at Woodstock by 7 p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 452.

From Windsor to Burlington, 117 miles, and back, six times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

(No bidder.)

Contract made with Vermont Central Railroad Company, dated September 11, 1857, at \$14,625 per annum, to take effect from July 1, 1857.

ROUTE No. 453.

From Windsor to Proctorsville, 25 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Benjamin F. Stearns	\$587, two-horse coach.
Rogers & Norton	574. ***.
Jerry Butterfield	500, two-horse covered carriage.
Milo B. Cook	500, four-horse coach or wagon.
Charles Stoddard	495. ***.
Daniel Stearns	394, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Daniel Stearns, dated April 25, 1857, at \$394 per annum.

Leave Windsor daily, except Sunday, at 1½ p. m.; arrive at Proctorsville by 7 p. m.

Leave Proctorsville daily, except Sunday, at 6 a. m.; arrive at Windsor by 11½ a. m.

ROUTE No. 454.

From Weathersfield, N. H., to Claremont Depot, 8 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Joseph Danforth	\$175, one-horse wagon. <i>Accepted April 25, 1857.</i>

Contract made with Joseph Danforth, dated April 25, 1857, at \$175 per annum.

Leave Weathersfield Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Claremont Depot by 11½ a. m.

Leave Claremont Depot Tuesday, Thursday, and Saturday, at 2½ p. m.; arrive at Weathersfield by 5 p. m.

ROUTE No. 455.

From Springfield to Gassett's Station, 8 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Charles Stoddard	\$350. ***.
W. J. Sanderson	297, one-horse carriage.
Benjamin F. Stearns	288, two-horse wagon or sleigh.
Rogers & Norton	247. ***.
Samuel Haywood	245, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Samuel Haywood, dated April 25, 1857, at \$245 per annum. Transferred to and made with Sanderson & Putnam, at \$245, from July 1.

Leave Springfield daily, except Sunday, at 10 a. m.; arrive at Gassett's Station by 12 m.

Leave Gassett's Station daily, except Sunday, at 1 p. m.; arrive at Springfield by 5 p. m.

ROUTE No. 456.

From Bridgewater to Ludlow, 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Rogers & Norton	\$374. ***.
William S. Carter	295, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with William S. Carter, dated April 25, 1857, at \$295 per annum.

CONTRACTS FOR CARRYING THE MAILS.

Leave Bridgewater Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Ludlow by 12 m.

Leave Ludlow Monday, Wednesday, and Friday at 2 p. m.; arrive at Bridgewater by 7 p. m.

ROUTE No. 457.

From Sherburne to Stockbridge, 13 miles, and back, six times a week.

Bidders' names.	Sum per annum.
James E. Whitcomb.....	\$450, two-horse stage, from Bethel, by Graysville and Stockbridge, to Pittsfield, 14 miles, six times a week; and from Pittsfield, by North Sherburne and Mendon, to Rutland, 15 miles; six times a week, with schedule.
Loren Beard.....	270, two-horse coach.
Benjamin Rogers.....	280, two-horse coach.
Loren Beard.....	290, two-horse coach.
Royal H. Tupper.....	290, two-horse coach.
B. F. Hackett.....	299, one-horse wagon.
(Not let.)	

Re-advertised April 18, 1857, as follows, viz :

No. 457. From Bethel to Rutland, 29 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Royal H. Tupper.....	\$674. 000.
Bryant & Whitcomb.....	595, two-horse team.
James E. Whitcomb.....	440, two-horse and open stage wagon.
Elias C. & Carlos C. Abbott.....	346, two-horse coach. Accepted June 23, 1857.

Contract made with E. C. & C. C. Abbott, dated June 23, 1857, at \$346 per annum.

Leave Bethel daily, except Sunday, at 4 p. m.; arrive at Rutland next day by 12 m.

Leave Rutland daily, except Sunday, at 2 p. m.; arrive at Bethel next day by 10½ a. m.

ROUTE No. 458.

From Bethel to Middlebury, 41 miles, and back, six times a week to Hancock, 21 miles, and three times a week residue.

Bidders' names.	Sum per annum.
Cyret Barrett.....	\$775, two-horse coach.
R. H. Tupper.....	694, two-horse coach.
A. B. Morgan.....	648, two-horse coach.
R. H. Tupper.....	628, two-horse coach to Hancock, one-horse vehicle residue.
Charles Nash.....	573, two-horse service.
E. G. Pierce.....	560. 000.
John H. Andreas.....	394, one-horse wagon.
James E. Whitcomb.....	225, two-horse stage, commence at Stockbridge and end at Hancock.
(Not let.)	
	125, one-horse wagon, between Middlebury and Ripton only.

Re-advertised April 18, 1857, as follows, viz :

No. 458. From Stockbridge to Hancock, 11 miles, and back, six times a week; and from Ripton to Middlebury, 8 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Royal H. Tupper.....	\$458. Bethel to Middlebury.
	440. 000.
John W. Hale.....	400, West Randolph, by Rochester and Hancock, to Granville, 18 miles, six times a week; supply East Middlebury and Ripton, from Middlebury, three times a week; schedule proposed.
B. H. Tupper.....	390, 000, Stockbridge to Middlebury.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.
Jas. E. Whitcomb.....	350, two-horse and open stage wagon. 75, supply Granville three times a week from Hancock.
R. H. Tupper.....	328, 000, Stockbridge to Hancock six times a week, and Hancock to Middlebury three times a week.
Carlos C. Abbott.....	324, two-horse coach. <i>Accepted May 30, 1857.</i>
Harvey Moore.....	250, two-horse stage wagon or sleigh, Ripton to Middlebury.
R. H. Tupper.....	515. 000.
R. H. Tupper, (after time).....	293. 000.

Contract made with Carlos C. Abbott, dated May 30, 1857, at \$324 per annum.
 Leave Stockbridge daily, except Sunday, at 6 p. m.; arrive at Hancock by 9 p. m.
 Leave Hancock daily, except Sunday, at 6 a. m.; arrive at Stockbridge by 9 a. m.
 Leave Ripton Monday, Wednesday, and Friday, at 9 a. m.; arrive at Middlebury by 11 a. m.
 Leave Middlebury Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Ripton by 11 a. m.

ROUTE No. 459.

From Brandon to Goshen, 6 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Edward B. Dalton.....	\$150.
Caleb S. Rogers & C. H. Norton..	149. 000. <i>Accepted April 25, 1857.</i>

Contract made with Caleb S. Rogers & C. H. Norton, dated April 25, 1857, at \$149 per annum. End at Forestdale at \$74 50 less from commencement.
 Leave Brandon Tuesday, Thursday, and Saturday, at 4 p. m.; arrive at Forestdale by 5 p. m.
 Leave Forestdale Tuesday, Thursday, and Saturday, at 5½ p. m.; arrive at Brandon by 6½ p. m.

ROUTE No. 460.

From Brandon to Chipman's Point, 18 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Rollin C. Gale.....	\$600, two-horse coach.
Otis Bardwell.....	594, two-horse coach.
John T. Smith.....	594, two-horse coach or wagon.
Royal H. Tupper.....	524. 000.
Edward H. Dalton.....	494, two-horse coach.
John P. Spiller.....	469, two-horse coach.
E Knapp.....	449, two-horse wagon. <i>Accepted April 25, 1857.</i>
Benjamin F. Hackett.....	399.

Contract made with E. Knapp, dated April 25, 1857, at \$449 per annum.
 Leave Brandon daily, except Sunday, at 3½ p. m.; arrive at Chipman's Point by 7½ p. m.
 Leave Chipman's Point daily, except Sunday, at 5 a. m.; arrive at Brandon by 9 a. m.

ROUTE No. 461.

From New Haven Depot to Bristol, 6 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Rogers & Norton	\$224. 000.
E. H. Daniels.....	147, two-horse coach.
Woodbury L. Durfee.....	132, two-horse coach.
Charles Whitney, jr.....	124, one-horse wagon, from New Haven.
Edgar Westcott	47, two-horse coach. Points reversed. <i>Accepted April 25, 1857.</i>

Contract made with Edgar Westcott, dated April 25, 1857, at \$47 per annum.
 Leave New Haven Depot daily, except Sunday, at 5 p. m.; arrive at Bristol by 6½ p. m.
 Leave Bristol daily, except Sunday, at 3 p. m.; arrive at New Haven Depot by 4½ p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 462.

From Addison to Vergennes, $6\frac{1}{2}$ miles, and back, three times a week ; from Bridport to Middlebury, 8 miles, and back, six times a week ; from Benson to Benson Landing, $3\frac{1}{2}$ miles, and back, six times a week during navigation on the lake ; and from Benson to West Haven, $4\frac{1}{2}$ miles, and back, three times a week.

The schedule in each case to be arranged by the postmasters.

Bidders' names.	Sum per annum.
J. T. Fletcher.....	\$900, two-horse stage, Middlebury to Bridport ; horse residue.
Paris Fletcher.....	894, one-horse wagon, Addison to Vergennes ; two-horse stage, Bridport to Middlebury and Benson to Benson Landing ; and one-horse wagon, Benson to West Haven.
N. G. Ladd.....	350, from Benson Landing, by Benson, to West Haven. <i>Accepted April 25, 1857.</i>
Harvey Moore	300, two-horse stage wagon, Bridport to Middlebury. <i>Accepted April 25, 1857.</i>
Guy Gage	140, one-horse wagon or sleigh, Addison to Vergennes. <i>Accepted April 25, 1857.</i>

Contract made with Guy Gage, dated April 25, 1857, at \$140 per annum.

Leave Addison Tuesday, Thursday, and Saturday, at $1\frac{1}{2}$ p. m. ; arrive at Vergennes by $3\frac{1}{2}$ p. m., or in time to connect with mail train.

Leave Vergennes Tuesday, Thursday, and Saturday, at 5 p. m., or on arrival of cars ; arrive at Addison by 7 p. m.

ROUTE No. 462a.

From Bridport to Middlebury, 8 miles, and back, six times a week.

(See bids and acceptance on 462.)

Contract made with Harvey Moore, dated April 25, 1857, at \$301 per annum.

Leave Bridport daily, except Sunday, at 7 a. m., or in time to connect with train going south ; arrive at Middlebury by $9\frac{1}{2}$ a. m.

Leave Middlebury daily, except Sunday, at 6 p. m., or on arrival of southern mail ; arrive at Bridport by 9 p. m.

ROUTE No. 462b.

From Benson to Benson Landing, $3\frac{1}{2}$ miles, and back, six times a week ; and from Benson to West Haven, $4\frac{1}{2}$ miles, and back, three times a week.

(See bids and acceptance on 462.)

Contract made with N. G. Ladd, dated April 25, 1857, at \$350 per annum.

Leave Benson daily, except Sunday, at $1\frac{1}{2}$ p. m. ; arrive at Benson Landing by 3 p. m.

Leave Benson Landing daily, except Sunday, at 12 m., or on arrival of boat ; arrive at Benson by $1\frac{1}{2}$ p. m.

Leave Benson Tuesday, Thursday, and Saturday, at $1\frac{1}{2}$ p. m. ; arrive at West Haven by $3\frac{1}{2}$ p. m.

Leave West Haven Tuesday, Thursday, and Saturday, at $3\frac{1}{2}$ p. m. ; arrive at Benson by $5\frac{1}{2}$ p. m.

ROUTE No. 463.

From Vergennes to Westport, New York, 14 miles, and back, twice a week.

(No bids ; not let.)

ROUTE No. 464.

From Middlebury to Larrabee's Point, 16 miles, and back, six times a week to Shoreham, and twice a week residue.

Bidders' names.	Sum per annum.
E. Foster Cooke.....	\$560, two-horse coach.
Jonathan S. Perry	400, two-horse stage wagon. <i>Accepted April 25, 1857.</i>
John H. Andress	349.

CONTRACTS FOR CARRYING THE MAILS.

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Contract made with Jonathan S. Perry, dated April 25, 1857, at \$400 per annum ; with three additional trips to Larrabee's Point during navigation, at \$53 50 per annum from commencement.

Leave Middlebury daily, except Sunday, at 8½ a. m. ; arrive at Shoreham by 12 m.
 Leave Shoreham daily, except Sunday, at 4½ p. m. ; arrive at Middlebury by 8 p. m.
 Leave Shoreham Wednesday and Saturday at 1 p. m. ; arrive at Larrabee's Point by 2 p. m.
 Leave Larrabee's Point Wednesday and Saturday at 3 p. m. ; arrive at Shoreham by 4 p. m.

ROUTE No. 465.

From Rutland to North Bennington, 51 miles, and back, six times a week ; with a branch to Bennington, 5 miles, and back, six times a week.

(No bids.)

Contract made with Western Vermont Railroad Company, dated July 17, 1857, at \$5,450 per annum, to take effect from July 1, 1857.
 (Schedule not reported.)

ROUTE No. 466.

From Rutland to Woodstock Railroad Station, 38 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Otis Bardwell	\$995 00, two-horse stage.
Carter & Bryant	993 00, four-horse coach.
Abner Trescott	950 00, two-horse coach.
A. M. Foster	897 50, two-horse coach.
W. S. Carter and Harrison Bryant	889 00, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with W. S. Carter and Harrison Bryant, dated April 25, 1857, at \$889 per annum.

Leave Rutland daily, except Sunday, at 1 p. m. ; arrive at Woodstock by 7½ p. m.
 Leave Woodstock daily, except Sunday, at 10 a. m. ; arrive at Woodstock Station by 12 m.
 Leave Woodstock Station daily, except Sunday, at 2 p. m. ; arrive at Woodstock by 4 p. m.
 Leave Woodstock daily, except Sunday, at 6 a. m. ; arrive at Rutland by 12 m.

ROUTE No. 467.

From West Rutland to Danby, 24 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Andrew Moore	\$312. 000.
Rogers & Norton	299. 000.
Isaac Scott Hall	210. 000. <i>Accepted April 25, 1857.</i>

Contract made with Isaac Scott Hall, dated April 25, 1857, at \$210 per annum.

Leave West Rutland Tuesday and Friday at 5 a. m. ; arrive at Danby by 12 m.
 Leave Danby Tuesday and Friday at 1 p. m. ; arrive at West Rutland by 7 p. m.

ROUTE No. 468.

From Manchester to Granville, N. Y., 26 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Robert Clark	\$939, two-horse carriage.
Rogers & Norton	784. ***.
Harvey Bostwick	650, two-horse wagon to Pawlett ; 1 residue.
Jonah H. Bartlett	600, two-horse carriage.
Elijah Barrett	575, two-horse coach.
Tylor Barton	525, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Tylor Barton, dated April 25, 1857, at \$525 per annum.

Leave Manchester daily, except Sunday, at 2 p. m. ; arrive at Granville next day by 11½ a. m.
 Leave Granville daily, except Sunday, at 2 p. m. ; arrive at Manchester next day by 11½ a. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 469.

From Chester to Factory Point, 32 miles, and back, three times a week.

Separate proposals for the service from Chester to South Londonderry, and from South Londonderry to Factory Point invited.

Bidders' names.	Sum per annum.
Tyler Barton	\$600, two-horse coach.
Henry A. Howe	400, two-horse coach. <i>Accepted April 25, 1857.</i>
Tyler Barton	375, two-horse carriage, commence at South Londonderry.
Otis Bardwell	268, two-horse coach, end at South Londonderry.
Henry A. Howe	198, two-horse coach, end at South Londonderry.

Contract made with Henry A. Howe, dated April 25, 1857, at \$400 per annum.

Leave Chester Monday, Wednesday, and Friday, at 5 a. m.; arrive at Factory Point by 1 p. m.

Leave Factory Point Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Chester by 6 p. m.

ROUTE No. 470.

From Simonsville to Weston, 11 miles, and back, three times a week.

Bidders' names.	Sum per annum.
J. F. Wallace	\$200, two-horse carriage, commence at Chester instead of Simonsville, 11 miles.
Henry A. Howe	150, two-horse coach.
Otis Bardwell	110, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Otis Bardwell, dated April 25, 1857, at \$110 per annum. Transferred to and made with Henry A. Howe, at \$110, from July 1, 1857.

Leave Simonsville Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Weston by 4 p. m.

Leave Weston Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Simonsville by 10 a. m.

ROUTE No. 471.

From Bellows Falls to Windsor, Vermont, 25 miles, and back, six times a week, and as frequently as cars run, if required.

(No bids.) Service performed by Sullivan Railroad Company, at \$3,125 per annum, from July 1, 1857.

ROUTE No. 472.

From Bellows Falls to Burlington, 120 miles, and back, six times a week, and as frequently as cars run, if required.

Bidders' names.	Sum per annum.
Trustees of the 2d mortgage of the Rutland and Burlington Railroad.	\$16,850, including side service and local agent at Rutland.

Contract made with the trustees of the Rutland and Burlington Railroad, dated July 20, 1857, at \$16,500 per annum, including side service and local agent at Rutland, from July 1, 1857. Schedule not reported.

ROUTE No. 473.

From Bellows Falls to Arlington, 54 miles, and back, six times a week; to West Townshend, 26 miles, and three times a week residue.

Bidders' names.	Sum per annum.
Otis Bardwell	\$1,363, two-horse coach to Townshend; horse residue.
Wm. M. Lovell	900, two-horse coach.
H. C. Plimpton	893. ***.
Joseph M. Hall	888, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Joseph M. Hall, dated April 25, 1857, at \$888 per annum.
 Leave Bellows Falls daily, except Sunday, at 2 p. m.; arrive at West Townshend by 9 p. m.
 Leave West Townshend daily, except Sunday, at 2½ a. m.; arrive at Bellows Falls by 8½ a. m.
 Leave West Townshend Tuesday, Thursday, and Saturday, at 9 p. m.; arrive at Arlington next days by 12 m.
 Leave Arlington Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at West Townshend next days by 2 a. m.

ROUTE No. 474.

From Grafton and Windham to Londonderry, 17 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Rodney Spaulding	\$134. <i>Accepted April 25, 1857.</i>

Contract made with Rodney Spaulding, dated April 25, 1857, at \$134 per annum.
 Leave Grafton Tuesday and Saturday at 1 p. m.; arrive at Londonderry by 5½ p. m.
 Leave Londonderry Tuesday and Saturday at 7½ a. m.; arrive at Grafton by 12 m.

ROUTE No. 475.

From West Townshend to Windham, 6½ miles, and back, twice a week.

Bidder's name.	Sum per annum.
Calvin H. Harris	\$100, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Calvin H. Harris, dated April 25, 1857, at \$100 per annum.
 Leave West Townshend Wednesday and Saturday at 9 a. m.; arrive at Windham by 11 a. m.
 Leave Windham Wednesday and Saturday at 7 a. m.; arrive at West Townshend by 9 a. m.

ROUTE No. 476.

From West Townshend to Factory Point, 20 miles, and back, three times a week.

Bidders' names.	Sum per annum.
M. H. Lockwood	\$500, two-horse coach.
Benson & Styles	450, two-horse coach.
R. T. Hall	448.
Lucius Benson	425, two-horse coach.
Abel Galpin	370. <i>ooo.</i> Or, 75, or net proceeds of Jamaica to end at Jamaica.
J. M. Hall	333, two-horse coach.
A. P. Graham	313, two-horse stage.
George Marshall	274, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with George Marshall, dated April 25, 1857, at \$274 per annum.
 Leave West Townshend Monday, Wednesday, and Friday, at 6 a. m.; arrive at Factory Point by 12 m.
 Leave Factory Point Monday, Wednesday, and Friday, at 1 p. m.; arrive at West Townshend by 7 p. m.

ROUTE No. 477.

From Brattleborough to Bellows Falls, Vermont, 24 miles, and back, six times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

(No bids.)

Contract made with Vermont Valley Railroad Company, dated September 11, 1857, at \$3,000 a year for twelve times a week service, from July 1, 1857.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 478.

From Brattleborough to West Dover, 25 miles, and back, twice a week.

Bidders' names.	Sum per annum.
R. T. Hall.....	\$484.
A. L. Howard.....	300, two-horse coach.
Jay Reed.....	280, two-horse coach.
A. L. Howard.....	275. 000.
Lovina B. Lamson.....	165, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Lovina B. Lamson, dated April 25, 1857, at \$165 per annum.
 Leave Brattleborough Tuesday and Saturday at 3 p. m.; arrive at West Dover by 11 p. m.
 Leave West Dover Tuesday and Saturday at 3½ a. m.; arrive at Brattleborough by 11½ a. m.

ROUTE No. 479.

From Brattleborough to Townshend, 17 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Oscar W. Wheelock.....	\$444. <i>Accepted April 25, 1857.</i>

Contract made with Oscar W. Wheelock, dated April 25, 1857, at \$444 per annum.
 Leave Brattleborough daily, except Sunday, at 2 p. m.; arrive at Townshend by 6 p. m.
 Leave Townshend daily, except Sunday, at 4½ a. m.; arrive at Brattleborough by 8½ a. m.

ROUTE No. 480.

From Brattleborough to Bennington, 41 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Thayer & Swan.....	\$1,400, two-horse coach.
Thayer, Swan & Childs.....	1,100, two-horse coach.
Moses Harrington and Calvin Norton.....	861, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Harrington & Norton, dated April 25, 1857, at \$861 per annum.
 Leave Brattleborough daily, except Sunday, at 1½ p. m.; arrive at Bennington next day by 11 a. m.
 Leave Bennington daily, except Sunday, at 3 p. m.; arrive at Brattleborough next day by 11 a. m.

ROUTE No. 481.

From Brattleborough to North Adams, Massachusetts, 46 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Luther D. Goodell.....	\$1,250, four-horse coach. 744, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Luther D. Goodell, dated April 25, 1857, at \$744 per annum.
 Leave Brattleborough Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at North Adams by 7 p. m.
 Leave North Adams Monday, Wednesday, and Friday, at 9 a. m.; arrive at Brattleborough by 7 p. m.

ROUTE No. 482.

From Jacksonville to Shelburne Falls, 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Willard Porter.....	\$400, two-horse wagon.
Charles P. Brownell.....	350, two-horse coach.
L. N. Brownell.....	248, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with L. N. Brownell, dated April 25, 1857, at \$248 per annum.
 Leave Jacksonville Monday and Friday at 7½ a. m.; arrive at Shelburne Falls by 1½ p. m.
 Leave Shelburne Falls Tuesday and Saturday at 3½ p. m.; arrive at Jacksonville by 9½ p. m.

SPECIAL ROUTES IN VERMONT.

Athens from Cambridgeport, three miles, and back, three times a week.
 Service performed by Randolph Dodge, at \$26 a year: limited to net proceeds.

Barton Landing from Barton, 5 miles, and back, three times a week.
 Service performed by T. W. Esty, at \$75 a year: limited to net proceeds.

Belvidere from Waterville, 5½ miles, and back, twice a week.
 Service performed by J. B. McCuin, at \$25 a year: limited to net proceeds.

Berlin from Montpelier, 4 miles, and back, twice a week.
 Service authorized at \$50 a year: limited to net proceeds.

Brookline from Fayetteville, 6 miles, and back, once a week.
 Service performed by Ephraim H. Mason, at \$50 a year: limited to net proceeds.

Calais from Montpelier, — miles, and back, twice a week.
 Service performed by Abdiel Kent, at \$50 a year: limited to net proceeds.

Chittenden from Rutland, 8 miles, and back, once a week.
 Service performed by Orrin Wood, at \$40 a year: limited to net proceeds.

Corinth from Bradford, — miles, and back, six times a week.
 Service performed by Mansfield T. Barnes, at \$130 a year: limited to net proceeds.

East Hubbardton from Castleton, 6 miles, and back, once a week.
 Service performed by Francis C. Gault, at \$30 a year: limited to net proceeds.

East Roxbury from Northfield, 5½ miles, and back, once a week.
 Service performed by Joel Wardner, at \$25 a year: limited to net proceeds.

East Warren from Warren, 3 miles, and back, twice a week.
 Service authorized at \$30 a year: limited to net proceeds.

Georgia Plain from West Georgia, — miles, and back, twice a week.
 Service authorized at \$25 a year: limited to net proceeds.

Granville from Hancock, 3 miles, and back, three times a week.
 Service authorized at \$40 a year: limited to net proceeds.

Hubbardton from Castleton, 8 miles, and back, twice a week.
 Service performed by Henry D. Davis, at \$50 a year: limited to net proceeds.

Huntington from Jonesville, 6 miles, and back, twice a week.
 Service performed by John A. Ring, at \$43 a year: limited to net proceeds.

Jay from Troy, 5 miles, and back, once a week.
 Service performed by George W. Crandall, at \$18 a year: limited to net proceeds.

Jericho Centre to Jericho, 4 miles, and back, three times a week.
 Service performed by Fred. F. Hovey, at \$50 a year: limited to net proceeds.

Lincoln from Kistol, 5 miles, and back, twice a week.
 Service performed by John Danforth, at \$30 a year: limited to net proceeds.

Mechanicville from Mount Holly, 3 miles, and back, three times a week.
 Service performed by Charles Hemenway, at \$52 a year: limited to net proceeds.

Middletown and East Pultney from West Pultney, 10 miles, and back, six times a week.
 Service performed by Peleg Seamans, at \$150 a year: limited to net proceeds.

Morristown from Morrisville or Stowe, 1½ mile, and back, three times a week.
 Service performed by Jonathan Cook, at \$40 a year: limited to net proceeds.

New Haven Mills from Bristol, 4 miles, and back, twice a week.
 Service authorized at \$30 a year: limited to net proceeds.

North Cambridge from Cambridge, 4 miles, and back, once a week.
 Service performed by Merritt Curtis, at \$20 a year: limited to net proceeds.

North Fairfax from St. Albans, 5 miles, and back, twice a week.
 Service performed by Darius Scott, at \$50 a year: limited to net proceeds.

CONTRACTS FOR CARRYING THE MAILS.

North Pownal from Pownal, 3 miles, and back, three times a week.
 Service performed by Benjamin E. Brownell, at \$100 a year : limited to net proceeds.

St. Albans bay from St. Albans, 6 miles, and back, six times a week.
 Service performed by Solon S. Potter, at \$80 a year : limited to net proceeds.

Sandgate and West Arlington from Arlington, 8 miles, and back, twice a week.
 Service authorized at \$100 : limited to net proceeds.

Shrewsbury from Cuttingsville, 1½ mile, and back, three times a week.
 Service performed by James M. Cooper, at \$34 a year : limited to net proceeds.

South Newburg from Railroad Depot, ¾ mile, and back, twelve times a week.
 Service performed by William Doe, at \$50 a year : limited to net proceeds.

South Reading from Felchville, 3 miles, and back, three times a week.
 Service performed by Ezra Robinson, at \$50 a year : limited to net proceeds.

South Nalden from East Hardwick, 5 miles, and back, once a week.
 Service performed by John A. Farrington, at \$28 a year : limited to net proceeds.

South Wardsborough from Wardsborough, three miles, and back, three times a week.
 Service performed by Eliab Scott, at \$30 a year : limited to net proceeds.

Starkborough from Bristol, 8 miles, and back, twice a week.
 Service performed by Joseph Delong, at \$40 a year : limited to net proceeds.

Topsham from East Corinth, 4 miles, and back, three times a week.
 Service performed by Den. Tillotson, at \$40 a year : limited to net proceeds.

Weathersfield Centre from Perkinsville, 2½ miles, and back, twice a week.
 Service performed by N. N. Dorth, at \$25 a year : limited to net proceeds.

Westminster West from Saxton's River, 5 miles, and back, three times a week.
 Service performed by Calvin Ranny, at \$55 a year : limited to net proceeds.

West Rochester from Rochester, 5 miles, and back, twice a week.
 Service performed by Daniel Jones, at \$20 a year : limited to net proceeds.

West Waterford from Passumpsic, 4 miles, and back, three times a week.
 Service authorized at \$50 a year : limited to net proceeds.

Weybridge Lower Falls from Middlebury, 5 miles, and back, twice a week.
 Service performed by Chauncey A. Porter, at \$38 a year : limited to net proceeds.

Whiting from Railroad Depot, 3 miles, and back, six times a week.
 Service performed by William Pierce, at \$70 a year : limited to net proceeds.

STATE OF MASSACHUSETTS.

ROUTE No. 601.

From Boston to Portsmouth, 54 miles, and back, twelve times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Eastern Railroad Company.....	\$8,324, railroad cars, and extra compensation if the great Canada mails are carried over the railroad from the British steamers at East Boston. <i>Accepted, unconditionally, June 8, 1857.</i>

Contract made with Eastern Railroad Company, dated June 19, 1857, at \$8,324 per annum, without condition as to conveyance of Canada mails. Schedule not reported.

ROUTE NO. 602.

From Boston to South Berwick Junction, 74½ miles, and back, twelve times a week, with a branch from Rollinsford to Great Falls, 3 miles, and back, six times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Boston and Maine Railroad Co..	\$11,475, railroad cars.

Contract negotiated and made with Boston and Maine Railroad Company, dated September 1, 1857, at \$10,525 per annum, including all side supply, from July 1, 1857. Schedule not reported.

ROUTE No. 603.

From Boston to Lowell, 26 miles, and back, eighteen times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
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Boston and Lowell Railroad Co.	\$4,458, railroad cars.
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Contract negotiated and made with Boston and Lowell Railroad Company, dated October 12, 1857, at \$4,050 per annum, from July 1, 1857. Schedule not reported.

ROUTE No. 604.

From Boston to Fitchburg, 50½ miles, and back, twelve times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
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Fitchburg Railroad Company...	\$10,150, railroad cars.
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Contract negotiated and made with Fitchburg Railroad Company, dated September 1, 1857, at \$8,000 per annum, from July 1, 1857. Schedule not reported.

ROUTE No. 605.

From Boston to Worcester, 45 miles, and back, eighteen times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department; with Sunday night mail between Boston and New York.

Bidder's name.	Sum per annum.
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Boston & Worcester Railroad Co.	\$300 per mile; railroad cars.
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Contract negotiated and made with Boston and Worcester Railroad Company, dated September 11, 1857, at \$12,375 per annum, from July 1, 1857. Schedule not reported.

ROUTE No. 606.

From Boston to Dover, 18 miles, and back, six times a week.

Bidder's name.	Sum per annum.
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Boston & Worcester Railroad Co.	\$50 per mile; railroad cars. <i>Accepted June 8, 1857.</i>
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Contract made with Boston and Worcester Railroad Company, dated June 8, 1857, at \$900 per annum. Schedule not reported.

ROUTE No. 607.

From Boston to Blackstone, Mass., 35 miles, and back, six times a week, and as frequently as cars run, if required.

Bidder's name.	Sum per annum.
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East Thompson Railroad Co.....	\$2,300.
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Contract negotiated and made with East Thompson Railroad Company, dated July 10, 1857, at \$1,750 per annum, from July 1, 1857. Schedule not reported.

ROUTE No. 608.

From Boston to Providence, 43 miles, and back, eighteen times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
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Boston & Providence Railroad Co.	\$8,300. (After time.)
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Contract negotiated and made with Boston and Providence Railroad Company, dated September 1, 1857, at \$5,980 a year, from July 1, 1857. Schedule not reported.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 609.

From Boston to Plymouth, $37\frac{1}{2}$ miles, and back, twelve times a week, and as frequently as cars run, if required.

Bidder's name.	Sum per annum.
Old Colony & Fall River Railroad Company.	\$5,400, railroad cars, including messengers and side service. <i>Accepted June 8, 1857.</i> 250, railroad cars, six times a week, South Abington Station, by East Bridgewater, to Bridgewater.

Contract made with Old Colony and Fall River Railroad Company, dated September 18, 1857, at \$5,400 per annum, from July 1, 1857. Schedule not reported.

ROUTE No. 610.

From Boston to Medford, $5\frac{1}{2}$ miles, and back, six times a week, and as frequently as cars run, if required.

Bidder's name.	Sum per annum.
Boston & Maine Railroad Co....	\$650, railroad cars.

Contract negotiated and made with Boston & Maine Railroad Company, dated September 1, 1857, at \$275 per annum.
(Schedule not reported.)

ROUTE No. 611.

From Boston to Winthrop, 5 miles, and back, eighteen times a week, to East Boston, and twelve times a week residue.

Schedules arranged by the postmasters.

Bidders' names.	Sum per annum.
Caleb S. Rogers and Charles H. Norton.....	\$498. ***.
Hiram Plummer.....	400, two-horse coach. 380, six times a week, from East Boston to Winthrop. <i>Accepted April 25, 1857.</i>

Contract made with Hiram Plummer, dated April 25, 1857, at \$380 per annum.
(Schedule not reported.)

ROUTE No. 612.

From Boston to Charlestown, 1 mile, and back, twelve times a week.

Bidders' names.	Sum per annum.
Isaac M. Bradt.....	\$600. ***. 450.
Caleb S. Rogers and Charles H. Norton.....	224. ***. <i>Accepted April 25, 1857.</i>

Contract made with Caleb S. Rogers and Charles H. Norton, dated April 25, 1857, at \$224 per annum.

Leave Boston daily, except Sunday, at 9 a. m. and 3 p. m.; arrive at Charlestown by $9\frac{1}{2}$ a. m. and $3\frac{1}{2}$ p. m.

Leave Charlestown daily, except Sunday, at $8\frac{1}{2}$ a. m. and $2\frac{1}{2}$ p. m.; arrive at Boston by 9 a. m. and 3 p. m.

ROUTE No. 613.

From Boston to Cambridge, $3\frac{1}{2}$ miles, and back, twelve times a week.

Bidders' names.	Sum per annum.
L. A. Russell and H. Hill.....	\$395. ***.
Caleb S. Rogers and Charles H. Norton.....	424. ***. <i>Accepted July 3, 1857.</i>

Contract ordered with Rogers & Norton, at \$424 per annum.
 Leave Boston daily, except Sunday, at 8 a. m. and 2 p. m. ; arrive at Cambridge by 8½ a. m. and 2½ p. m.
 Leave Cambridge daily, except Sunday, at 9 a. m. and 2½ p. m. ; arrive at Boston by 9½ a. m. and 3 p. m.

ROUTE No. 614.

Brom Boston to Jamaica Plains, 3½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
Richard Cilley and Benjamin J. Freese	\$400, one-horse wagon.
William Wellington, jr.	394, post-coaches.
Caleb H. Rogers and Charles H. Norton	298. ***. <i>Accepted April 25, 1857.</i>

Contract made with C. S. Rogers and C. H. Norton, dated April 25, 1857, at \$298 per annum.

Leave Boston daily, except Sunday, at 8 a. m. ; arrive at Jamaica Plains by 9 a. m.
 Leave Jamaica Plains daily, except Sunday, at 2 p. m. ; arrive at Boston by 3 p. m.

ROUTE No. 615.

From Boston to Milton, 7 miles, and back, six times a week.

Bidders' names.	Sum per annum.
W. A. Blossom, James Sprague, and C. H. Arnold	\$400, one-horse covered carriage.
William B. French	334, railroad or express conveyance.
Dorchester and Milton Branch Railroad	300, railroad cars. <i>Accepted April 25, 1857.</i>
C. S. Rogers and C. H. Norton ..	298. ***.
William B. French	293, cars or express.

Contract made with Dorchester and Milton Branch Railroad Company, dated April 25, 1857, at \$300 per annum.

Leave Boston daily, except Sunday, at 9½ a. m. ; arrive at Milton by 10½ a. m.
 Leave Milton daily, except Sunday, at 8 a. m. ; arrive at Boston by 9½ a. m.

ROUTE No. 616.

From Salem to Lowell, 24 miles, and back, six times a week, and as frequently as cars run, if required.

Bidder's name.	Sum per annum.
Salem and Lowell Railroad Co..	\$1,200, railroad cars. <i>Accepted June 8, 1857.</i>

Contract made with Salem and Lowell Railroad Company, dated June 8, 1857, at \$1,200 per annum.

Leave Salem daily, except Sunday, at 10.10 a. m. and 6 p. m. ; arrive at Lowell by 11.20 a. m. and 7.35 p. m.

Leave Lowell daily, except Sunday, at 7.40 a. m. and 4 p. m. ; arrive at Salem by 9 a. m. and 5.30 p. m.

ROUTE No. 617.

From Salem to Gloucester, 16 miles, and back, twelve times a week.

Bidders' names.	Sum per annum.
Eastern Railroad Company	\$1,000, railroad cars.
Joseph C. Trask	750, one and two-horse carriage.
John W. Lowe	730, covered carriage.

Contract negotiated and made with Eastern Railroad Company, dated June 19, 1857, at \$800 per annum.

Leave Salem daily, except Sunday, at 8 a. m. and 1 p. m. ; arrive at Gloucester by 11½ a. m. and 4 p. m.

Leave Gloucester daily, except Sunday, at 8 a. m. and 1 p. m. ; arrive at Salem by 11½ a. m. and 4 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 618.

From Salem to Marblehead, 4 miles, and back, six times a week, in due connexion with route No. 601.

Bidders' names.	Sum per annum.
Eastern Railroad Company.....	\$400, railroad cars.
C. S. Rogers and C. H. Norton..	267. ***.

Contract negotiated and made with Eastern Railroad Company, dated June 19, 1857, at \$200 per annum.

ROUTE No. 619.

From Salem to Danvers, 5½ miles, and back, twelve times a week.

Bidders' names.	Sum per annum.
South Reading Branch Railroad Company.....	\$500, railroad cars.
C. S. Rogers and C. H. Norton..	497. ***.
Samuel W. Spalding	300, two-horse coach.

Contract made with Eastern Railroad Company, dated June 19, 1857, at \$275 per annum. Leave Salem daily, except Sunday, at 9 a. m. and 3 p. m.; arrive at Danvers by 10 a. m. and 4 p. m.

Leave Danvers daily, except Sunday, at 10½ a. m. and 5 p. m.; arrive at Salem by 11½ a. m. and 6 p. m.

ROUTE No. 620.

From Salem to Lawrence, 20 miles, and back, six times a week.

Bidders' name.	Sum per annum.
Eastern Railroad Company.....	\$800, railroad cars. <i>Accepted June 8, 1857.</i>

Contract made with the Eastern Railroad Company, dated June 8, 1857, at \$800 per annum.

Leave Salem daily, except Sunday, at 7 a. m.; arrive at Lawrence by 8 a. m.

Leave Lawrence daily, except Sunday, at ½ p. m.; arrive at Salem by 1½ p. m.

ROUTE No. 621.

From Danvers to Haverhill, 18 miles, and back, six times a week, with six additional weekly trips between Bradford and Haverhill, ½ mile, and back.

Bidders' names.	Sum per annum.
Hiram Plummer.....	\$680, one-horse wagon.
Moses L. Little.....	600.
George W. Boynton.....	425, cars. <i>Accepted April 25, 1857.</i>

Contract made with George W. Boynton, dated April 25, 1857, at \$425 per annum.

Leave Danvers daily, except Sunday, at 4½ p. m.; arrive at Haverhill by 8½ p. m.

Leave Haverhill daily, except Sunday, at 6 a. m.; arrive at Danvers by 10 a. m.

ROUTE No. 622.

From Nahant to Lynn, 5 miles, and back, six times a week from June 1 to October 1, and three times a week residue of year.

Bidder's name.	Sum per annum.
Henry Dunham	\$200, one-horse vehicle. <i>Accepted April 25, 1857.</i>

Contract made with Henry Dunham, dated April 25, 1857, at \$200 per annum.

Leave Nahant daily, except Sunday, at 8 a. m.; arrive at Lynn by 9 a. m.

Leave Lynn daily, except Sunday, at 9½ a. m.; arrive at Nahant by 11 a. m.

Leave Nahant Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Lynn by 10 a. m.

Leave Lynn Tuesday, Thursday, and Saturday, at 10½ a. m.; arrive at Nahant by 12 m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 623.

From Newburyport to Exeter, New Hampshire, 14 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Charles Sanborn.....	\$569, two-horse coach.
Thomas Brown.....	500, two-horse coach.
Moses S. Little.....	499, two-horse coach.
George W. Boynton.....	450, stage-coach.
Ebenezer Tucker.....	400, two-horse stage. <i>Accepted April 25, 1857.</i>
David L. Batchelder.....	294, two-horse covered wagon.

Contract made with Ebenezer Tucker, dated April 25, 1857, at \$400 per annum.
 Leave Newburyport Monday, Wednesday, and Friday, at 9 a. m.; arrive at Exeter by 12 m.
 Leave Exeter Tuesday, Thursday, and Saturday, at 9½ a. m.; arrive at Newburyport by ½ p. m.

ROUTE No. 624.

From Newburyport to Haverhill, 16 miles, and back, three times a week.
 Proposals for three additional trips per week invited.

Bidders' names.	Sum per annum.
Hiram Plummer.....	\$500, one-horse coach. 650, one-horse carriage, six times a week.
Thomas Brown.....	500, two-horse coach.
Moses S. Little.....	399, two-horse coach.
Edw. Johnson & Wm. P. Bailey..	300, two-horse coach. } <i>Accepted April 25, 1857.</i> 100, for three addit'l trips.
George W. Boynton.....	300, stage coach.
Moses S. Little.....	300, two-horse coach, for three additional trips.

Contract made with Edward Johnson and Wm. P. Bailey, dated April 25, 1857, at \$400 per annum.
 Leave Newburyport daily, except Sunday, at 9 a. m.; arrive at Haverhill by 12 m.
 Leave Haverhill daily, except Sunday, at 2 p. m.; arrive at Newburyport by 5 p. m.

ROUTE No. 625.

From Haverhill to Newburyport, 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Hiram Plummer.....	\$550, one-horse carriage.
Charles Sanborn.....	525, two-horse coach.
Moses S. Little.....	395, two-horse coach.
George W. Boynton.....	325, stage-coach.
Stephen H. Bagley.....	500, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Stephen H. Bagley, dated April 25, 1857, at \$300 per annum.
 Leave Haverhill Monday, Wednesday, and Friday, at 3 p. m.; arrive at Newburyport by 7 p. m.
 Leave Newburyport Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Haverhill by 1 p. m.

ROUTE No. 626.

From Lawrence to Manchester, 28 miles, and back, six times a week, and as frequently as cars run if required.

Bidder's name.	Sum per annum.
Manchester & Lawrence Railroad.	\$2,800, railroad cars.

Contract made with Manchester and Lawrence Railroad Company, dated September 11, 1857, at \$2,800 per annum, from July 1, 1857, for twelve times a week service.
 (Schedule not reported.)

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 627.

From Lawrence to Newburyport, 19 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Moses S. Little	\$900, covered carriage.
Thomas Brown	800, one-horse carriage.
Beriah Curtis	775, stage.
George W. Boynton	575, cars and stage coach. <i>Accepted April 25, '57.</i>
John Northend	570, railroad cars or private conveyance between Newburyport and Byefield; private conveyance residue.
Charles Sanborn	562. 000.

Contract made with George W. Boynton, dated April 25, 1857, at \$575 per annum.
 Leave Lawrence daily, except Sunday, at 1 p. m.; arrive at Newburyport by 5½ p. m.
 Leave Newburyport daily, except Sunday, at 8 a. m.; arrive at Lawrence by 12 m.

ROUTE No. 628.

From Lowell to Lawrence, 14 miles, and back, twelve times a week, and as frequently as cars run if required.

Bidder's name.	Sum per annum.
Lowell & Lawrence Railroad Co.	\$1,400, railroad cars.

Contract negotiated and made with Lowell and Lawrence Railroad Company, dated July 3, 1857, at \$1,050 per annum, from July 1, 1857, including all side supply.

Leave Lowell daily, except Sunday, at 7½ a. m. and 2½ p. m.; arrive at Lawrence by 8 a. m. and 3½ p. m.

Leave Lawrence daily, except Sunday, at 8 a. m. and 4. 10 p. m.; arrive at Lowell by 8½ a. m. and 5 p. m.

ROUTE No. 629.

From Lowell to Concord, 15 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William C. Clark	\$395, stage.
C. S. Rogers, C. H. Norton, and Thomas Stuart.	393. 000.
John Hadley	375.
C. Marshall	325. 000. <i>Accepted April 25, 1857.</i>

Contract made with C. Marshall, dated April 25, 1857, at \$325 per annum.

Leave Lowell Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Concord by 1 p. m.

Leave Concord Monday, Wednesday, and Friday, at 1 p. m.; arrive at Lowell by 5 p. m.

ROUTE No. 630.

From Winchester to Woburn, 3 miles, and back, six times a week, in due connexion with route No. 603.

Bidders' names.	Sum per annum.
Cal. S. Rogers, & Chas. H. Norton	\$184. 000.
Boston and Lowell R. R. Com..	150, railroad cars. <i>Accepted June 8, 1857.</i>

Contract made with Boston and Lowell Railroad Company, dated June 8, 1857, at \$150 per annum.

ROUTE No. 631.

From Porter's to Lexington, 8 miles, and back, six times a week.

CONTRACTS FOR CARRYING THE MAILS.

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Bidder's name.	Sum per annum.
Caleb S. Rogers & C. H. Norton ..	\$384.

Service performed by Fitchburg Railroad Company from July 1 to August 31, 1857.
Contract negotiated and made with Lexington and West Cambridge Railroad Company from September 1, 1857, at \$400 per annum.

ROUTE No. 632.

From Lexington Depot to Bedford, 4 miles, and back, six times a week.

Bidders' names.	Sum per annum.
C. S. Rogers & C. H. Norton ---	\$210. 000.
C. Marshall.....	174. 000. <i>Accepted April 25, 1857.</i>

Contract made with C. Marshall, dated April 25, 1857, at \$174 per annum.
Leave Lexington Depot daily, except Sunday, at 9 a. m.; arrive at Bedford by 10 a. m.
Leave Bedford daily, except Sunday, at 8 a. m.; arrive at Lexington Depot by 9 a. m.

ROUTE No. 633.

From Railroad Junction to Watertown, 4 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Fitchburg Railroad Company---	\$300, railroad cars.
C. S. Rogers & C. H. Norton ----	249. 000.

(Not let.) Superseded by extension on 613.

ROUTE No. 634.

From Weston Depot to Sudbury, 7 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Wm. C. Clark	\$580, stages.
C. S. Rogers & C. H. Norton ----	324. 000.
C. Marshall	274. 000. <i>Accepted April 25, 1857.</i>

Contract made with C. Marshall, dated April 25, 1857, at \$274 per annum.
Leave Weston Depot daily, except Sunday, at 6 p. m.; arrive at Sudbury by 8 p. m.
Leave Sudbury daily, except Sunday, at 6 a. m.; arrive at Weston Depot by 8 a. m.

ROUTE No. 635.

From South Acton Depot to Feltonville, 9 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Fitchburg Railroad Company---	\$675, railroad cars.
C. S. Rogers & C. H. Norton ----	387. 000.

Contract made with Fitchburg Railroad Company, dated September 1, 1857, at \$500 a year, from July 1, 1857.

ROUTE No. 636.

From Groton Junction to Lowell, 17 miles, and back, six times a week, and as frequently as cars run if required.

Bidder's name.	Sum per annum.
Nashua & Lowell Railroad Co ..	\$900, railroad cars, including side service at Lowell and Westford. <i>Accepted June 8, 1857, including all side supply</i>

Contract made with Nashua & Lowell Railroad Company, dated June 8, 1857, at \$900 per annum.
(Schedule not reported.)

ROUTE No. 637.

From Groton Junction to Mason Village, 23 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Fitchburg Railroad Company...	\$1,725, railroad cars.

Contract made with Fitchburg Railroad Company, dated September 1, 1857, at \$1,400 per annum, from July 1, 1857.
(Schedule not reported.)

ROUTE No. 638.

From Auburndale Station to Newton Lower Falls, 2 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Boston & Worcester Railroad Co.	\$50 per mile, six times a week or often as cars run. <i>Accepted June 8, 1857.</i>

Contract made with Boston and Worcester Railroad Company, dated June 8, 1857, at \$100 per annum.

ROUTE No. 639.

From Natick to Saxonville, 4 miles, and back, six times a week.

Bidders' names.	Sum per annum.
P. C. Child.....	\$249, two-horse coach.
Boston & Worcester Railroad Co.	50 per mile. <i>Accepted June 8, 1857.</i>

Contract made with Boston and Worcester Railroad Company, dated June 8, 1857, at \$200 per annum.

ROUTE No. 640.

From South Framingham to Northboro', 15 miles, and back, twelve times a week.

Bidder's name.	Sum per annum.
Boston & Worcester Railroad Co.	\$50 per mile. <i>Accepted June 8, 1857.</i>

Contract made with Boston and Worcester Railroad Company, dated June 8, 1857, at \$750 per annum.

ROUTE No. 641.

From South Framingham to Milford, 12 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Boston & Worcester Railroad Co.	\$50 per mile. <i>Accepted June 8, 1857.</i>
William A. Blossom and James Sprague, jr.	545, two-horse post-coach.
C. S. Rogers & C. H. Norton	424. <i>etc</i>

Contract made with Boston and Worcester Railroad Company, dated June 8, 1857, at \$600 per annum.

ROUTE No. 642.

From Cordaville to Hopkinton, 4 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Wm. C. Clark.....	\$300 00, stage.
P. C. Child.....	249 50, two-horse coach.
C. S. Rogers, C. H. Norton, and Thos. Stuart.....	248. 000. <i>Accepted April 25, 1857.</i>

Contract made with Rogers, Norton & Stuart, dated April 25, 1857, at \$248 per annum.
Leave Cordaville daily, except Sunday, at 9 a. m. ; arrive at Hopkinton by 10 a. m.
Leave Hopkinton daily, except Sunday, at 7 a. m. ; arrive at Cordaville by 8 a. m.

ROUTE No. 643.

From New England Village Depot to Farnumsville, 5 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Curtis Cady.....	\$300, two-horse coach ; route and schedule changed.
C. S. Rogers, C. H. Norton, and Thos. Stuart.....	297. 000
P. C. Child.....	265.
Thos. L. Jacobs.....	250, two-horse coach.
Melville G. C. Quimby.....	195, two-horse coach ; embrace Grafton Centre. <i>Accepted April 25, 1857.</i>
Danl. B. White.....	150, schedule changed.

Contract made with Melville G. C. Quimby, dated April 25, 1857, at \$195 per annum.
Leave New England Village Depot daily, except Sunday, at 10 a. m. ; arrive at Farnumsville by 11 a. m.
Leave Farnumsville daily, except Sunday, at 3½ p. m. ; arrive at New England Village Depot by 4½ p. m.

ROUTE No. 644.

From Grafton to Millbury, 5 miles, and back, six times a week, in due connexion with route No. 605.

Bidders' names.	Sum per annum.
Dennis Holloran.....	\$500, horse and buggy.
Peleg C. Child.....	274.
Boston and Worcester Railroad Company.....	50 per mile. <i>Accepted June 8, 1857.</i>

Contract made with Boston and Worcester Railroad Company, dated June 8, 1857, at \$250 per mile.

ROUTE No. 645.

From Millbury to West Sutton, 6½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
Wm. F. Lovell.....	\$400. 000
Peleg C. Child.....	299, two-horse coach. <i>Accepted April 25, 1857.</i>
C. S. Rogers, C. H. Norton, and Thos. Stuart.....	323. 000

Contract made with Peleg C. Child, dated April 25, 1857, at \$299 per annum.
Leave Millbury daily, except Sunday, at 7 p. m., or on arrival of Boston mail ; arrive at West Sutton by 8½ p. m.
Leave West Sutton daily, except Sunday, at 6½ a. m. ; arrive at Millbury by 8 a. m.

ROUTE No. 646.

From Whitinsville to Douglass, 8 miles, and back, six times a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Wm. C. Clark	\$495 00, stage.
C. S. Rogers, C. H. Norton, and C. H. Stuart	373 00. ooo.
Hial C. Care	32500, stage to East Douglass ; residue single team. 175 00, end at East Douglass.
P. C. Child	274 50, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Peleg C. Child, dated April 25, 1857, at \$274 50 per annum.

Leave Whitinsville daily, except Sunday, at 5 p. m. ; arrive at East Douglass by 7 p. m.

Leave East Douglass daily, except Sunday, at 7 a. m. ; arrive at Whitinsville by 9 a. m.

ROUTE No. 647.

From Toll-Gate to Dedham, 5 miles, and back, twelve times a week.

No bidders.

Contract made with Boston and Providence Railroad Company, dated September 1, 1857, at \$550 per annum, from July 1, 1857. Service to commence at Boston ; 15 miles.

ROUTE No. 648.

From North Wrentham to Medway, 4 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Peleg C. Child	\$235.
East Thompson Railroad Comp'y	200. <i>Accepted June 8, 1857.</i>

Contract made with East Thompson Railroad Company, dated June 8, 1857, at \$200 per annum.

ROUTE No. 649.

From Medway to North Bellingham, 7 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Peleg C. Child	\$284, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Peleg C. Child, dated April 25, 1857, at \$284 per annum.

ROUTE No. 650.

From Milford to Farnumsville, 9 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Peleg C. Child	\$300, two-horse coach. <i>Accepted April 25, 1857.</i>
Danl. B. White.....	300.

Contract made with Peleg C. Child, dated April 25, 1857, at \$300 per annum.

ROUTE No. 651.

From Milford to Bellingham, 5 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Peleg C. Child.....	\$220. <i>Accepted April 25, 1857.</i>

Contract made with P. C. Child, dated April 25, 1857, at \$220 per annum.

Leave Milford daily, except Sunday, at 7 p. m. ; arrive at Bellingham by 8 p. m.

Leave Bellingham daily, except Sunday, at 3 p. m. ; arrive at Milford by 4 p. m.

ROUTE No. 652.

From Milford to Mendon, 3 miles, and back, six times a week.

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Bidders' names.	Sum per annum.
C. S. Rogers, C. H. Norton, & Thos. Stuart.	\$248. ***.
Peleg C. Child.....	150. two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with P. C. Child, dated April 25, 1857, at \$150 per annum.
 Leave Milford daily, except Sunday, at 6 p. m.; arrive at Mendon by 7 p. m.
 Leave Mendon daily, except Sunday, at 5 a. m.; arrive at Milford by 6 a. m.

ROUTE No. 653.

From Holliston to Pawtucket, R. I., 26 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Peleg C. Child.....	\$620.
Abel W. Houghton.....	500, two-horse coach.
W. A. Blossom & E. H. Arnold.	490, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with W. A. Blossom & E. H. Arnold, dated April 25, 1857, at \$490 per annum.
 Leave Holliston Monday, Wednesday, and Friday, at 9 a. m.; arrive at Pawtucket by 2½ p. m.
 Leave Pawtucket Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Holliston by 3½ p. m.

ROUTE No. 654.

From Railroad Depot to Easton, 15½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
Fred. W. Lincoln.....	\$700, railroad cars to North Easton, coach residue.
Peleg C. Child.....	500.
C. S. Rogers & C. H. Norton....	449. ***. <i>Accepted April 25, 1857.</i>

Contract made with Rogers & Norton, dated April 25, 1857, at \$449 per annum.
 Leave Railroad Depot daily, except Sunday, at 6 p. m.; arrive at Easton by 9 p. m.
 Leave Easton daily, except Sunday, at 6 a. m.; arrive at Railroad Depot by 9 a. m.

ROUTE No. 655.

From Foxboro' Depot to Wrentham, 8½ miles, and back, six times a week.

Bidder's name.	Sum per annum.
Earl E. Rider.....	\$400, four-horse coach to Foxboro'; two-horse coach residue. <i>Accepted April 25, 1857.</i>

Contract made with Earl E. Rider, dated April 25, 1857, at \$400 per annum.
 Leave Foxboro' Depot daily, except Sunday, at 4 p. m.; arrive at Wrentham by 6 p. m.
 Leave Wrentham daily, except Sunday, at 7 a. m.; arrive at Foxboro' Depot by 9 a. m.

ROUTE No. 656.

From South Braintree Junction to Fall River, 42 miles, and back, twelve times a week, and as frequently as cars run, if required, and by schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Old Colony and Fall River Railroad Company.	\$5,500, railroad cars, including messenger and side service.

Contract made with Old Colony and Fall River Railroad Company, dated September 1, 1857, at \$5,100 per annum, from July 1, 1857, including all side supply.

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ROUTE No. 656a.

From South Abington to Bridgewater, 8 miles, and back, six times a week.

Contract made with Old Colony and Fall River Railroad Company, dated September 1, 1857, at \$250 per annum, from July 1, 1857.

ROUTE No. 657.

From Braintree Depot to Cohasset, 12 miles, and back, twelve times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

No bidders.

Contract made with South Shore Railroad Company, dated June 16, 1857, at \$900 per annum, from July 1, 1857.

ROUTE No. 658.

From Hingham to North Marshfield, 13½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
C. H. Norton & Thos. Stuart. . .	\$497. ***.
W. A. Blossom, Jas. Sprague, jr. & E. H. Arnold.	470, two-horse coach.
Seth Foster.....	300. ***. Six times a week. <i>Accepted April 25, 1857.</i>
	250. ***.

Contract made with Seth Foster, dated April 25, 1857, at \$300 per annum.

Leave Hingham daily, except Sunday, at 3 p. m.; arrive at North Marshfield by 6 p. m.

Leave North Marshfield daily, except Sunday, at 7 a. m.; arrive at Hingham by 10 a. m.

ROUTE No. 659.

From Nantasket Depot to Hull, 8 miles, and back, three times a week, with three additional trips to North Cohasset, during July, August, and September.

Bidder's name.	Sum per annum.
Nathan Beal.....	\$200, covered carriage. <i>Accepted April 25, 1857.</i>

Contract made with Nathan Beal, dated April 25, 1857, at \$200 per annum.

Leave Nantasket Depot Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Hull by 9½ a. m.

Leave Hull Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Nantasket Depot by ½ p. m.

ROUTE No. 660.

From Cohasset to Marshfield, 14 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Charles T. Hatch.....	\$495, stage coach.
W. A. Blossom, Jas. Sprague, jr., and E. H. Arnold.	480, two-horse coach, or more horses if necessary.
Edwin Spaulding.....	470, four-horse coach.
Joseph W. Thayer.....	395. ***. <i>Accepted April 25, 1857.</i>

Contract made with Joseph W. Thayer, dated April 25, 1857, at \$395 per annum.

Leave Cohasset daily, except Sunday, at 4 p. m.; arrive at Marshfield by 7 p. m.

Leave Marshfield daily, except Sunday, at 6½ a. m.; arrive at Cohasset by 9½ a. m.

ROUTE No. 661.

From North Abington Depot to West Duxbury, 13½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
W. A. Blossom, Jas. Sprague, jr., and E. H. Arnold.	\$595, two-horse coach.
Hiram Randall.....	375, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Hiram Randall, dated April 25, 1857, at \$375 per annum.
 Leave North Abington Depot daily, except Sunday, at 6 p. m.; arrive at West Duxbury by 9 p. m.
 Leave West Duxbury daily, except Sunday, at 4½ a. m.; arrive at North Abington Depot by 7½ a. m.

ROUTE No. 662.

From Plymouth to Middleboro', 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
C. S. Rogers and C. H. Norton...	\$449. 000.
Leban Burr.....	400, two or four-horse coach.
Hiram Randall.....	300, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Hiram Randall, dated April 25, 1857, at \$300 per annum.
 Leave Plymouth Tuesday, Thursday, and Saturday, at 12 m.; arrive at Middleboro' by 4 p. m.
 Leave Middleboro' Monday, Wednesday, and Friday, at 9 a. m.; arrive at Plymouth by 1 p. m.

ROUTE No. 663.

From Middleboro' to Hyannis, 47 miles, and back, twelve times a week, and as frequently as cars run, if required.

Bidder's name.	Sum per annum.
Cape Cod Railroad Company...	\$4,800, railroad cars; supply Yarmouth by wagon from Yarmouthport. 1,000 additional for mail messenger service. 4,700, railroad cars, omitting Yarmouth. 800, for mail messenger service. <i>Accepted June 8, 1857.</i>

Contract made with Cape Cod Railroad Company, dated June 8, 1857, at \$5,500 per annum.
 (Schedule not reported.)

ROUTE No. 664.

From Monument to Wood's Hole, 18½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
William Hewing.....	\$1,200, three-horse post-coach.
Thomas C. Swift.....	900, two-horse coach.
W. A. Blossom, Jas. Sprague, jr., and E. H. Arnold.	850, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with W. A. Blossom, James Sprague, jr., and E. H. Arnold, dated April 25, 1857, at \$890 per annum.
 Leave Monument daily, except Sunday, at 2 p. m.; arrive at Wood's Hole by 8 p. m.
 Leave Wood's Hole daily, except Sunday, at 6 a. m.; arrive at Monument by 12 m.

ROUTE No. 665.

From Holmes' Hole to Chilmark, 12 miles, and back, twice a week.

Bidders' names.	Sum per annum.
William Norton	\$158, two-horse carriage. 130, one-horse carriage.
Oliver Mayhew.....	97, one-horse covered carriage. <i>Accepted April 25, 1857.</i>

Contract made with Oliver Mayhew, dated April 25, 1857, at \$97 per annum.
 Leave Holmes' Hole Tuesday and Saturday at 2½ p. m., or on arrival of steamboat mail; arrive at Chilmark by 5½ p. m.
 Leave Chilmark Tuesday and Saturday at 10½ a. m.; arrive at Holmes' Hole by 1½ p. m.

ROUTE No. 666.

From West Barnstable Depot to Cotuit Port, $6\frac{1}{2}$ miles, and back, six times a week ;
South Sandwich to be supplied from Cotuit Port, $5\frac{1}{2}$ miles, three times a week, in due
connexion.

Bidders' names.	Sum per annum.
William F. Jones	\$400, one-horse carriage. <i>Accepted April 25, 1857.</i>
Grafton Phinney	245, 000, six times a week Cotuit Port to Osterville.
Ensign Nickerson	220, one-horse coach Osterville to Cotuit Port.

Contract made with William F. Jones, dated April 25, 1857, at \$400 per annum.

Leave West Barnstable Depot daily, except Sunday, at 10 a. m. ; arrive at Cotuit Port
by 12 m.

Leave Cotuit Port daily, except Sunday, at 1 p. m. ; arrive at West Barnstable Depot by
3 p. m.

ROUTE No 667.

From West Barnstable Depot to Osterville, $7\frac{1}{2}$ miles, and back, six times a week.

Bidders' names.	Sum per annum.
Gorham Crosby.....	\$900, six times a week, one-horse covered wagon, Centreville to Sandwich. 400, one-horse covered carriage. <i>Accepted April 25, 1857.</i>
Eli Hinkley.....	300, one-horse carriage, Hyannis to Centreville.
Braddock Coleman.....	225. 000. Commence at Cotuit Port.
Gorham Crosby	200, six times a week, one-horse covered carriage, Centreville to Hyannis ; schedule proposed.
Lot Hallett.....	148, one-horse covered carriage, six times a week, Hyannis to Centreville. <i>Accepted April 25, 1857. (See 667a.)</i>

Contract made with Gorham Crosby, dated April 25, 1857, at \$400 per annum.

Leave West Barnstable depot daily, except Sunday, at 10 a. m. ; arrive at Osterville by
12 m.

Leave Osterville daily, except Sunday, at 1 p. m. ; arrive at West Barnstable Depot by
3 p. m.

ROUTE NO. 667a.

From Hyannis to Centreville, — miles, and back, six times a week.

(See bids and acceptance on route No. 667.)

Contract made with Lot Hallett, dated April 25, 1857, at \$148 per annum.

Leave Hyannis daily, except Sunday, at 9 a. m. ; arrive at Centreville by $9\frac{1}{2}$ a. m.

Leave Centreville daily, except Sunday, at 10 a. m. ; arrive at Hyannis by $10\frac{1}{2}$ a. m.

ROUTE No. 668.

From Hyannis to South Yarmouth, $5\frac{1}{2}$ miles, and back, six times a week.

Bidders' names.	Sum per annum.
David H. Small	\$189, one-horse covered carriage. 828, one-horse covered carriage. Extend from South Yarmouth over route 670 to East Harwich, supplying all offices on 670 except Yarmouth.
Lot Hallett.....	92, two-horse covered carriage. <i>Accepted April 25, 1857.</i>
Jacob Smith	185, one-horse covered carriage.

Contract made with Lot Hallett, dated April 25, 1857, at \$92 per annum.

Leave Hyannis daily, except Sunday, at 12 m ; arrive at South Yarmouth by $1\frac{1}{2}$ p. m.

Leave South Yarmouth daily, except Sunday, at 9 a. m. ; arrive at Hyannis by $10\frac{1}{2}$ a. m.

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ROUTE No. 669.

From Hyannis to Nantucket, 30 miles, and back, six times a week.

Service performed by Nantucket Steamboat Company, at \$2,500 per annum.

Leave Hyannis daily, except Sunday, at 12 m.; arrive at Nantucket by 3 p. m.

Leave Nantucket daily, except Sunday, at 8 a. m.; arrive at Hyannis by 11 a. m.

ROUTE No. 670.

From Yarmouth to East Harwich, 24 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Jacob Smith	\$1,250, one-horse covered carriage.
John Kenney	1,200. ^{ooo} . Covered wagon.
Rufus Smith	1,095. ^{ooo} .
Benjamin Batchelder	975. ^{ooo} . Guaranty informal.
David H. Small	639, one-horse covered wagon.
	828, one-horse covered wagon; include No. 668.
Lot Hallett	595, four-horse stage to Chatham; one-horse covered wagon residue. <i>Accepted April 25, 1857.</i>

Contract made with Lot Hallett, dated April 25, 1857, at \$595 per annum.

Leave Yarmouth daily, except Sunday, at 3 p. m.; arrive at East Harwich by 9 p. m.

Leave East Harwich daily, except Sunday, at 8 a. m.; arrive at Yarmouth by 2 p. m.

ROUTE No. 671.

From Yarmouth to Provincetown, 47 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Jonathan Collins	\$2,475. ^{ooo} .
Rufus L. Thatcher	1,930, two-horse carriage.
Simeon Higgins	1,900, two-horse covered carriage; expedited schedule. <i>Accepted April 25, 1857.</i>
	1,800, two-horse stage.

Contract made with Simeon Higgins, dated April 25, 1857, at \$1,900 per annum.

Leave Yarmouth daily, except Sunday, at 12 m.; arrive at Provincetown by 9 p. m.

Leave Provincetown daily, except Sunday, at 2½ a. m.; arrive at Yarmouth by 1½ p. m.

ROUTE No. 672.

From New Bedford to Edgartown, 36 miles, and back, three times a week. Mails to be carried six times a week whenever boats run so often.

Bidders' names.	Sum per annum.
New Bedford, Vineyard, & Nantucket Steamboat Company.	\$1,500, steamer.
William C. Luce	475, steamboat. <i>Accepted April 25, 1857.</i>

Accepted bidder having failed to execute contract, contract made with New Bedford, Vineyard, & Nantucket Steamboat Company, dated September 11, 1857, at \$1,250 per annum, from July 1, 1857.

Leave New Bedford Tuesday, Thursday, and Saturday, at 10½ a. m.; arrive at Edgartown by 5 p. m.

Leave Edgartown Monday, Wednesday, and Friday, at 7½ a. m.; arrive at New Bedford by ½ p. m.

ROUTE No. 673.

From New Bedford to West Wareham, 16½ miles, and back, twelve times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Fairhaven Branch Railroad Co..	\$1,700, railroad cars, including side service at Fairhaven, Mattapoisett, and Marion.

Contract negotiated and made with Fairhaven Branch Railroad Company, dated September 1, 1857, at \$1,700 per annum, from July 1, 1857, including all side service. (Schedule not reported.)

ROUTE No. 674.

From New Bedford to Providence, R. I., 33 miles, and back, six times a week to Fall River, 16 miles, and three times a week residue.

Bidders' names.	Sum per annum.
Stephen D. Perry.....	\$974, covered carriage.
R. B. Kinsley.....	875, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with R. B. Kinsley, dated April 25, 1857, at \$875 per annum.

Leave New Bedford daily, except Sunday, at 9½ a. m.; arrive at Fall River by 1 p. m.

Leave Fall River daily, except Sunday, at 1 p. m.; arrive at New Bedford by 4½ p. m.

Leave Fall River Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Providence by 4½ p. m.

Leave Providence Monday, Wednesday, and Friday, at 9½ a. m.; arrive at Fall River by 1 p. m.

ROUTE No. 675.

From New Bedford to Fall River, 35½ miles, and back, three times a week to Little Compton, and six times a week residue.

Bidders' names.	Sum per annum.
R. B. Kinsley	\$1,125, two-horse coach.
Stephen D. Perry.....	949, covered carriage. <i>Accepted April 25, 1857.</i>

Contract made with Stephen D. Perry, dated April 25, 1857, at \$949 per annum.

Leave New Bedford Tuesday, Thursday, and Saturday, at 2½ p. m.; arrive at Little Compton by 8 p. m.

Leave Little Compton Monday, Wednesday, and Friday, at 6 a. m.; arrive at New Bedford by 11½ a. m.

Leave Little Compton daily, except Sunday, at 8½ a. m.; arrive at Fall River by 1 p. m.

Leave Fall River daily, except Sunday, at 11½ a. m.; arrive at Little Compton by 4½ p. m.

ROUTE No. 676.

From Taunton to Middleboro', 8½ miles, and back, six times a week, and as frequently as cars run if required.

Bidder's name.	Sum per annum.
W. A. Crocker, president of Middleboro' & Taunton R. R. Co..	\$850, railroad.

Contract negotiated and made with Middleboro' and Taunton Railroad Company, dated July 10, 1857, at \$712 50 per annum, from July 1, 1857, including all side supply. (Schedule not reported.)

ROUTE No. 677.

From Taunton to Mansfield Junction, 12 miles, and back, eighteen times a week, with one Sunday trip from Mansfield Junction to Taunton.

Bidder's name.	Sum per annum.
W. A. Crocker, president of Taunton Branch R. R. Co.....	\$1,200. <i>Accepted June 8, 1857.</i>

Contract made with Taunton Branch Railroad Company, dated June 8, 1857, at \$1,200 per annum.

ROUTE No. 678.

From Taunton to New Bedford, 21 miles, and back, eighteen times a week, with one Sunday trip from Taunton to New Bedford.

Bidder's name.	Sum per annum.
New Bedford & Taunton R.R.Co.	\$2,500.

Contract negotiated and made with New Bedford and Taunton Railroad Company, dated August 21, 1857, at \$2,400 per annum, to take effect from July 1, 1857.

ROUTE No. 679.

From Taunton to Swansea, 16 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Seth Wheaton.....	\$467, one-horse carriage. 360, one-horse carriage to end at Somerset.
W. A. Blossom and E. H. Arnold.	360, two-horse post-coach. <i>Accepted April 25, 1857.</i>

Contract made with W. A. Blossom and E. H. Arnold, dated April 25, 1857, at \$360 per annum.

Leave Taunton daily, except Sunday, at 9 a. m., or on arrival of Boston mail; arrive at Swansea by 1 p. m.

Leave Swansea daily, except Sunday, at 11 a. m.; arrive at Taunton by 3 p. m.

ROUTE No. 680.

From Fall River to New York, N. Y., 180 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Bay State Steamboat Company..	\$5,000, steamboats, including mails for New Bedford, Cape Cod, and Nantucket.

Contract negotiated and made with Bay State Steamboat Company, dated September 1, 1857, at \$2,500 per annum, from July 1, 1857.

Leave Fall River daily, except Sunday, at 7 p. m.; arrive at New York next day by 8 a. m.

Leave New York daily, except Sunday, at 5 p. m.; arrive at Fall River next day by 6 a. m.

ROUTE No. 681.

From Fall River to Warren, R. I., 10 miles, and back, three times a week.

Bidders' names.	Sum per annum.
C. S. Rogers and C. H. Norton...	\$387. 000.
R. B. Kinsley.....	225, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with R. B. Kinsley, dated April 25, 1857, at \$225 per annum.

Leave Fall River Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Warren by 4 p. m.

Leave Warren Monday, Wednesday, and Friday, at 8½ a. m.; arrive at Fall River by 11½ a. m.

ROUTE No. 682.

From Rehoboth to Attleboro', 11 miles, and back, six times a week.

Bidders' names.	Sum per annum.
C. S. Rogers and C. H. Norton...	\$424. 000.
Otis Goff.....	300, one-horse covered wagon.
W. A. Blossom and Edwin H. Arnold.....	240, one-horse covered carriage.
Calvin P. Moulton.....	188, one-horse covered wagon. <i>Accepted April 25, 1857.</i>

Contract made with Calvin P. Moulton, dated April 25, 1857, at \$188 per annum.

Leave Rehoboth daily, except Sunday, at 2 p. m.; arrive at Attleboro' by 4½ p. m.

Leave Attleboro' daily, except Sunday, at 5 p. m.; arrive at Rehoboth by 8 p. m.

ROUTE No. 683.

From Attleboro' to North Attleboro', 4 miles, and back, twelve times a week; and from Attleboro' to South Attleboro', 4 miles, and back, six times a week.

Bidders' names.	Sum per annum.
C. S. Rogers and C. H. Norton ..	\$687. 000.
S. Fry	400, coach to North Attleboro', gig to South Attleboro'.
Henry Cook	100, two-horse coach to North Attleboro'.
	100, one-horse wagon to South Attleboro'. <i>Accepted April 25, 1857.</i>

Contract made with Henry Cook, dated April 25, 1857, at \$200 per annum.

Leave Attleboro' daily, except Sunday, at 8½ a. m. and 5½ p. m.; arrive at North Attleboro' by 9½ a. m. and 6½ p. m.

Leave North Attleboro' daily, except Sunday, at 7 a. m. and 3½ p. m.; arrive at Attleboro' by 8 a. m. and 4½ p. m.

Leave Attleboro' daily, except Sunday, at 5½ p. m.; arrive at South Attleboro' by 6½ p. m.

Leave South Attleboro' daily, except Sunday, at 6½ p. m.; arrive at Attleboro' by 7½ p. m.

ROUTE No. 684.

From Hebronville to Seekonk, 8 miles, and back, six times a week, in due connexion with route No. 608.

No bidders.

Contract negotiated and made with Boston and Providence Railroad Company, dated September 1, 1857, at \$400 per annum, from July 1, 1857.

ROUTE No. 685.

From Worcester to Nashua, N. H., 46½ miles, and back, six times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Worcester and Nashua Railroad Company.	\$4,625, railroad cars. <i>Accepted June 8, 1857.</i>

Contract made with Worcester and Nashua Railroad Company, dated June 8, 1857, at \$4,625 per annum. Schedule not reported.

ROUTE No. 686.

From Worcester to Albany, 157 miles, and back, twelve times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department; with Sunday night train between Worcester and Springfield, carrying the Boston and New York mail.

Bidder's name.	Sum per annum.
Worcester Railroad Company--	\$37,100, railroad cars.

Contract negotiated and made with Western Railroad Company, at \$33,150 per annum, dated October 12, 1857.

ROUTE No. 687.

From Worcester to Orange, 46 miles, and back, six times a week, with a branch from Barre to Athol Depot, 16 miles, and back, six times a week.

Bidders' names.	Sum per annum.
William C. Clark.....	\$1,460, stages.
A. P. Barnes, S. D. Butler, & Cheney Hamilton.	1,300, stages.
Samuel F. Ripley.....	1,285, ***. <i>Accepted April 25, 1857.</i>

Contract made with Samuel F. Ripley, dated April 25, 1857, at \$1,285 per annum.

Leave Worcester daily, except Sunday, at 10 a. m.; arrive at Orange by 7½ p. m.

Leave Orange daily, except Sunday, at 7 a. m.; arrive at Worcester by 4 p. m.

Leave Barre daily, except Sunday, at 2 p. m.; arrive at Athol Depot by 6 p. m.

Leave Athol Depot daily, except Sunday, at 9 a. m.; arrive at Barre by 1 p. m.

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ROUTE No. 688.

From Worcester to Rutland, 15 miles, and back, six times a week.

Bidders' names.	Sum per annum.
William C. Clark.....	\$460, stage.
C. S. Rogers & C. H. Norton...	449. ***.
Peleg C. Child.....	425, two-horse coach.
Samuel F. Ripley.....	180 ***.
A. P. Barnes, S. D. Butler, & Cheney Hamilton.	150, stages. <i>Accepted April 25, 1857.</i>

350, extend from Holden, by Hubbardstown, to Templeton, 16 miles.

Contract made with Barnes, Butler & Hamilton, dated April 25, 1857, at \$150 per annum.

Leave Worcester daily, except Sunday, at 4 p. m.; arrive at Rutland by 7 p. m.

Leave Rutland daily, except Sunday, at 6½ a. m.; arrive at Worcester by 9½ a. m.

ROUTE No. 689.

From Sterling Junction to Fitchburg, 14 miles, and back, six times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department.

Bidders' names.	Sum per annum.
Fitchburg and Worcester Railroad Company.	\$1,400, railroad cars.
Thomas Robbins.....	800, coach and railroad cars.

Contract made with Fitchburg and Worcester Railroad Company, dated June 8, 1857, at (modified bid) \$1,050 per annum. Schedule not reported.

ROUTE No. 690.

From Fitchburg to Bellows Falls, Vermont, 64 miles, and back, six times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Cheshire Railroad Company....	\$8,000, railroad cars, including side mail service to the places named in advertisement.

Contract made with Cheshire Railroad Company, dated September 23, 1857, at \$7,500 per annum, from July 1, 1857, including mail messenger or side service. Schedule not reported.

ROUTE No. 691.

From Fitchburg to Brattleboro', 69½ miles, and back, six times a week, and from Grout's Corners, by Montague, to Greenfield, 8 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Vermont and Massachusetts Railroad Company.	\$6,000, railroad cars. <i>Accepted June 8, 1857.</i>

Contract made with Vermont and Massachusetts Railroad Company, dated June 8, 1857, at \$6,000 per annum. Schedule not reported.

ROUTE No. 692.

From Athol Depot to Warwick, 10 miles, and back, three times a week.

Bidders' names.	Sum per annum.
A. P. Barnes, S. D. Butler, and Cheney Hamilton.	\$175.
Ashahel Cook.....	148, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Ashahel Cook, dated April 25, 1857, at \$148 per annum.

Leave Orange Tuesday, Thursday, and Saturday, at 3½ p. m., or on arrival of mail from Greenfield and Brattleboro'; arrive at Warwick by 6 p. m.

Leave Warwick Tuesday, Thursday, and Saturday, at 7½ a. m.; arrive at Orange by 10 a. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 693.

From Wendell Depot to Montague, 16 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Thomas J. Powers.....	\$312, one-horse carriage.
A. P. Barnes, S. D. Butler, and Cheney Hamilton.	300.
Joseph Clapp.....	260, one-horse carriage.
David Mason.....	234, buggy or sulky.
John A. Albee.....	234, one-horse waggon or sleigh, commence at Wendell.
Whitman Leach.....	224, one-horse buggy. <i>Accepted April 25, 1857.</i>
Edward N. Albee.....	233, one-horse carriage.

Contract made with Whitman Leach, dated April 25, 1857, at \$224 per annum.

Leave Wendell Depot Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Montague by 3½ p. m.

Leave Montague Tuesday, Thursday, and Saturday, at 4½ p. m.; arrive at Wendell Depot by 7½ p. m.

ROUTE No. 694.

From Charlton Depot to Southbridge, 12 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Peleg C. Child	\$349 50, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Peleg C. Child, dated April 25, 1857, at \$349 50 per annum.

Leave Charlton Depot daily, except Sunday, at 10½ a. m.; arrive at Southbridge by ½ p. m.

Leave Southbridge daily, except Sunday, at 7¼ a. m.; arrive at Charlton Depot by 9¼ a. m.

ROUTE No. 695.

From West Brookfield to Hardwick, 12 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Wm. C. Wesson.....	\$600, two-horse post coach.
C. S. Rogers and C. H. Norton ..	437. **.
Peleg C. Child	395.
A. P. Barnes, S. D. Butler, and Cheney Hamilton.	300, stages. <i>Accepted April 25, 1857.</i>

Contract made with Barnes, Butler & Hamilton, dated April 25, 1857, at \$300 per annum.

Leave West Brookfield daily, except Sunday, at 4 p. m.; arrive at Hardwick by 7½ p. m.

Leave Hardwick daily, except Sunday, at 5½ p. m.; arrive at West Brookfield by 9 a. m.

ROUTE No. 696.

From Palmer to Amherst, 20 miles, and back, six times a week; and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Amherst and Belchertown Railroad Company.	\$1,060, railroad cars. Department to deliver the mails at Belchertown and South Amherst. <i>Accepted June 8, 1857, including side supply.</i>

Contract made with Amherst and Belchertown Railroad Company, dated June 8, 1857, at \$1,060 per annum. Schedule not reported.

ROUTE No. 697.

From Palmer to Ware, 11 miles, and back, six times a week.

Bidders' names.	Sum per annum.
C. S. Rogers, C. H. Norton, and Thomas Stewart.	\$427 00. 000.
Peleg C. Child	349 50, two-horse coach.
Samuel H. Phelps	330 00, four-horse coach.
Samuel F. Ripley.....	280 00. 000.
Alonzo N. Dewey.....	200 00, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Alonzo N. Dewey, dated April 25, 1857, at \$200 per annum.
 Leave Palmer daily, except Sunday, at 2 p. m.; arrive at Ware by 5 p. m.
 Leave Ware daily, except Sunday, at 8 a. m.; arrive at Palmer by 11 a. m.

ROUTE No. 698.

From Palmer to Dana, 21 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Peleg C. Child	\$724.
Samuel H. Phelps	420, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Samuel H. Phelps, dated April 25, 1857, at \$120 per annum.
 Leave Palmer daily, except Sunday, at 2½ p. m.; arrive at Dana by 8½ p. m.
 Leave Dana daily, except Sunday, at 12 m.; arrive at Palmer by 6 p. m.

ROUTE No. 699.

From Palmer to Southbridge, 21 miles, and back, six times a week; with a branch from Sturbridge to Charlton Depot, 8 miles, and back, six times a week, in due connexion.

Bidders' names.	Sum per annum.
Samuel F. Ripley.....	\$695. 000.
Peleg C. Child.....	580, four-horse coach.
	425, four-horse coach.
Alonzo N. Dewey.....	350, two-horse coach.
	300, 000. <i>Accepted April 25, 1857.</i>

Contract made with Alonzo N. Dewey, dated April 25, 1857, at \$300 per annum.
 Leave Palmer daily, except Sunday, at 3 p. m.; arrive at Southbridge by 8 p. m.
 Leave Southbridge daily, except Sunday, at 6 a. m.; arrive at Palmer by 11 a. m.

ROUTE No. 700.

From Enfield to West Brookfield, 14 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Samuel H. Phelps.....	\$560, two-horse coach to Ware; four-horse coach residue, with an additional mail, morning and evening, from Westbrookfield Depot to Ware.
C. S. Rogers & C. H. Norton....	524. 000.
Peleg C. Child.....	474, two-horse coach.
Samuel H. Phelps.....	420, two-horse coach to Ware; four-horse coach residue. <i>Accepted April 25, 1857.</i>

Contract made with Samuel H. Phelps, dated April 25, 1857, at \$420 per annum.
 Leave Enfield daily, except Sunday, at 11 a. m.; arrive at West Brookfield by 2 p. m.
 Leave West Brookfield daily, except Sunday, at 10 a. m.; arrive at Enfield by 1 p. m.

ROUTE No. 701.

From Enfield to Pelham, 9 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Abner Sikes.....	\$150, one-horse vehicle. <i>Accepted April 25, 1857.</i>

Contract made with Abner Sikes, dated April 25, 1857, at \$150 per annum.
 Leave Enfield Tuesday, Thursday, and Saturday, at 4 p. m.; arrive at Pelham by 6½ p. m.
 Leave Pelham Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Enfield by 10½ a. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 702.

From Springfield to Keene, 74 miles, and back, six times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

(No bids.)

Contract made with Connecticut River Railroad Company, dated September 11, 1857, at \$7,450 per annum, from July 1, 1857, for twelve times a week service.

(Schedule not reported.)

ROUTE No. 703.

From Springfield to Chicopee Falls, 6 miles, and back, twelve times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Contract made with Connecticut River Railroad, dated September 11, 1857, at \$300 per annum.

(Schedule not reported.)

ROUTE No. 704.

From Willimansett to South Hadley, 6 miles, and back, six times a week.

Bidders' names.

Sum per annum.

C. S. Rogers, C. H. Norton & Thos. Stuart. \$369. 000.

P. C. Child..... 210, two-horse coach. *Accepted April 25, 1857.*

Contract made with Peleg C. Child, dated April 25, 1857, at \$210 per annum.

Leave Willimansett daily, except Sunday, at 2 p. m., or on arrival of southern mail; arrive at South Hadley by 4 p. m.

Leave South Hadley daily, except Sunday, at 9½ a. m.; arrive at Willimansett by 11½ a. m.

ROUTE No. 705.

From Northampton to Montague, 21 miles, and back, six times a week.

Bidders' names.

Sum per annum.

Samuel Simmons \$800, two-horse coach to Amherst; 000 residus.
600, schedule changed.

C. Marshall..... 399. 000. *Accepted April 25, 1857.*

Contract made with C. Marshall, dated April 25, 1857, at \$399 per annum.

Leave Northampton daily, except Sunday, at 3½ p. m.; arrive at Amherst by 5 a. m.

Leave Amherst daily, except Sunday, at 8 a. m.; arrive at Northampton by 9½ a. m.

Leave Amherst daily, except Sunday, at 6 a. m.; arrive at Montague by 9 a. m.

Leave Montague daily, except Sunday, at 6 p. m.; arrive at Amherst by 9 p. m.

ROUTE No. 706.

From Northampton to Williamsburg, 8½ miles, and back, six times a week.

Bidders' names.

Sum per annum.

J. C. Thayer..... \$700. Northampton to Cummingtown, six times a week, and from Cummingtown to Hinsdale, three times a week; gives schedule, and includes 710.

Moses S. Little..... 350, two-horse coach.

Samuel Simmons..... 200, two-horse coach.

Warren L. Geer..... 190. Extend from Williamsburg, by Chesterfield, to West Chesterfield. No guarantors.

Dwight Thayer..... 175. Extend to West Chesterfield. Schedule proposed. No guarantors.

Wm. Quigley 172. 000.

Jason C. Thayer..... 140.

John M. Tuttle..... 139, one-horse carriage. *Accepted April 25, 1857.*

Contract made with John M. Tuttle, dated April 25, 1857, at \$139 per annum.

Leave Northampton daily, except Sunday, at 4 p. m.; arrive at Williamsburg by 6½ p. m.

Leave Williamsburg daily, except Sunday, at 8½ a. m.; arrive at Northampton by 10½ a. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 707.

From Northampton to Huntington, 17 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Oliver H. Thayer.....	\$137. 000. <i>Accepted April 25, 1857.</i>

Contract made with Oliver H. Thayer, dated April 25, 1857, at \$137 per annum.
 Leave Northampton Tuesday and Saturday at 3½ p. m.; arrive at Huntington by 8½ p. m.
 Leave Huntington Wednesday and Saturday at 5½ a. m.; arrive at Northampton by 10½ a. m.

ROUTE No. 708.

From Amherst to Orange, 26 miles, and back, three times a week.

Bidders' names.	Sum per annum.
A. P. Barnes.....	\$500.
John A. Albee.....	400, one-horse wagon or sleigh.
Joel Baker.....	362, one-horse carriage.
John E. Albee.....	360, one-horse carriage.
John F. Sampson.....	348, wagon or sleigh.
C. Pierce.....	343, one-horse wagon or sleigh.
John F. Sampson.....	340, one-horse wagon or sleigh. <i>Accepted April 25, 1857.</i>

Contract made with John F. Sampson, dated April 25, 1857, at \$340 per annum.
 Leave Amherst Tuesday, Thursday, and Saturday, at 3½ a. m.; arrive at Orange by 9½ a. m.
 Leave Orange Tuesday, Thursday, and Saturday, at 3½ p. m.; arrive at Amherst by 9½ p. m.

ROUTE No. 709.

From Williamsburg to Hinsdale Depot, 24 miles, and back, three times a week.
 Proposals for three additional trips invited.

Bidders' names.	Sum per annum.
Russwell B. Hubbard & Haven Jackson.....	\$390. 000. } <i>Accepted April 25, 1857.</i> 210 additional for 3 additional trips.
John M. Tuttle.....	373, one-horse coach. 718, six times a week, one-horse coach.
Warren L. Geer.....	210, commence at West Chesterfield; no guaranty.
Dwight Thayer.....	200, commence at West Chesterfield; six times a week; no guaranty.

Contract made with Hubbard & Jackson, dated April 25, 1857, at \$600 per annum.
 Leave Williamsburg daily, except Sunday, at 7 a. m.; arrive at Hinsdale by 2 p. m.
 Leave Hinsdale daily, except Sunday, at 11 a. m.; arrive at Williamsburg by 6 p. m.

ROUTE No. 710.

From Williamsburg to Hinsdale Depot, 27 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jason C. Thayer.....	\$475, one, two, or more horses.
Russwell B. Hubbard & Haven Jackson.....	400. 000.
John M. Tuttle.....	393, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with John M. Tuttle, dated April 25, 1857, at \$393 per annum.
 Leave Williamsburg Monday, Wednesday, and Friday, at 7 a. m.; arrive at Hinsdale by 2 p. m.
 Leave Hinsdale Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Williamsburg by 6 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 711.

From South Deerfield to Adams, 34 miles, and back, six times a week to Ashfield, 12 miles, and three times a week residue.

Bidders' names.	Sum per annum.
Samuel Cross & Allen Phillips..	\$349, four-horse coach to Ashfield, two-horse coach residue. <i>Accepted April 25, 1857.</i>

Contract made with Samuel Cross & Allen Phillips, dated April 25, 1857, at \$349 per annum.

Leave South Deerfield daily, except Sunday, at 3½ p. m.; arrive at Ashfield by 6½ p. m.
 Leave Ashfield daily, except Sunday, at 6½ a. m.; arrive at South Deerfield by 9½ a. m.
 Leave Ashfield Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Adams by 12 m.
 Leave Adams Monday, Wednesday, and Friday, at 10 a. m.; arrive at Ashfield by 4 p. m.

ROUTE No. 712.

From Greenfield to North Adams, 35 miles, and back, six times a week to Charlemont, 17 miles, and three times a week residue.

Bidders' names.	Sum per annum.
L. D. Joslyn & Asa Eldridge....	\$490, four-horse coach. <i>Accepted April 25, 1857.</i>
John M. Tuttle.....	744, one-horse carriage.

Contract made with Joslyn & Eldridge, dated April 25, 1857, at \$490 per annum.

Leave Greenfield daily, except Sunday, at 6 a. m.; arrive at Charlemont by 9½ a. m.
 Leave Charlemont daily, except Sunday, at 4½ p. m.; arrive at Greenfield by 8 p. m.
 Leave Charlemont Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at North Adams by 1½ p. m.
 Leave North Adams Monday, Wednesday, and Friday, at ½ p. m.; arrive at Charlemont by 4 p. m.

ROUTE No. 713.

From Greenfield to Rowe, 23 miles, and back, six times a week to Colerain, 9 miles, and three times a week residue.

Bidders' names.	Sum per annum.
Charles P. Brownell.....	\$248, two-horse coach. <i>Accepted April 25, 1857.</i>
Lysander N. Brownell.....	248, two-horse coach.

Contract made with Charles P. Brownell, dated April 25, 1857, at \$248 per annum.

Leave Greenfield daily, except Sunday, at 4 p. m.; arrive at Colerain by 6 p. m.
 Leave Colerain daily, except Sunday, at 12 m.; arrive at Greenfield by 2 p. m.
 Leave Colerain Monday, Wednesday, and Friday, at 6 p. m.; arrive at Rowe by 10 p. m.
 Leave Rowe Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Colerain by 12 m.

ROUTE No. 714.

From Shelburne Falls to Plainfield, 16 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Palmer Ware.....	\$114, one-horse buggy.
Joseph L. Campbell.....	110, one-horse wagon or sleigh; schedule reversed. <i>Accepted April 25, 1857.</i>

Contract made with Joseph L. Campbell, dated April 25, 1857, at \$110 per annum.

Leave Shelburne Falls Tuesday and Saturday, at 1 p. m.; arrive at Plainfield by 7 p. m.
 Leave Plainfield Tuesday and Saturday, at 6 a. m.; arrive at Shelburne Falls by 12 m.

ROUTE No. 715.

From Westfield to Sandisfield, 26 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Wm. W. Bacon.....	\$487, two-horse carriage, including three extra trips from Westfield to East Granville.
Steph. Spelman.....	433. ***.
	348. End at Tolland, and supply Montville three times a week from Sandisfield.
David Brown.....	395, two-horse coach.
Wm. W. Bacon.....	387, one-horse wagon. <i>Accepted April 25, 1857, reserving right to order service at \$476.</i>
	476, including three extra trips from Westfield to East Granville.

Contract made with Wm. W. Bacon, dated April 25, 1857, at \$387 per annum.

Leave Westfield Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Sandisfield by 8 p. m.

Leave Sandisfield Monday, Wednesday, and Friday, at 5½ a. m.; arrive at Westfield by 11¼ a. m.

ROUTE No. 716.

From Russell to North Blanford, 8 miles, and back, three times a week. Proposals for three additional trips invited.

Bidders' names.	Sum per annum.
Watson E. Boise.....	\$149, two-horse carriage.
	145, two-horse carriage; three additional trips.
Henry K. Loomis.....	120, two-horse coach. <i>Accepted April 25, 1857.</i>
	78. ***. End at Blanford. Schedule proposed.

Contract made with Henry K. Loomis, dated April 25, 1857, at \$120 per annum.

Leave Russell Monday, Wednesday, and Friday, at 1½ p. m.; arrive at North Blanford by 3¼ p. m.

Leave North Blanford Monday, Wednesday, and Friday, at 6½ a. m.; arrive at Russell by 8¼ a. m.

ROUTE No. 717.

From Huntington to Worthington, 14 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Wm. C. Clark.....	\$530, stage.
John M. Tuttle.....	223, one-horse carriage.
David Sanderson.....	198, two-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with David Sanderson, dated April 25, 1857, at \$198 per annum.

Leave Huntington Tuesday, Thursday, and Saturday, at 2 p. m., or on arrival of mail from Boston; arrive at Worthington by 5 p. m.

Leave Worthington Tuesday, Thursday, and Saturday, at 5 a. m., or in season to connect with train going east; arrive at Huntington by 8 a. m.

ROUTE No. 718.

From Railroad Depot to Great Barrington, 29 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Chas. Hunt.....	\$540. ***. Commencing at Chester Factories.
Watson E. Boise.....	497. ***. <i>Accepted April 25, 1857.</i>

Contract made with Watson E. Boise, dated April 25, 1857, at \$497 per annum.

Leave Railroad Depot Monday, Wednesday, and Friday, at 2½ p. m.; arrive at Great Barrington by 10 p. m.

Leave Great Barrington Tuesday, Thursday, and Saturday, at 2½ p. m.; arrive at Railroad Depot by 10 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 719.

From Great Barrington to Winchester, 32 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Wm. Huggins.....	\$600, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Wm. Huggins, dated April 25, 1857, at \$600 per annum.

Leave Great Barrington daily, except Sunday, at 3½ p. m.; arrive at Winchester next day by 9½ a. m.

Leave Winchester daily, except Sunday, at 3½ p. m.; arrive at Great Barrington next day by 9½ a. m.

ROUTE No. 720.

From Pittsfield to North Adams, 21 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Pittsfield and North Adams Railroad Company.	\$1,575, railroad cars.

Contract made with Pittsfield and North Adams Railroad Company, dated October 12, 1857, at \$1,575 per annum.

ROUTE No. 721.

From Pittsfield to Williamstown, 20 miles, and back, three times a week.

Bidder's names.	Sum per annum.
Horrace Herrick.....	\$400, two-horse covered wagon.
Edward Marke.....	\$325, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Edward Marke, dated April 25, 1857, at \$325 per annum.

Leave Pittsfield Monday, Wednesday, and Friday, at 8 a. m.; arrive at Williamstown by 2 p. m.

Leave Williamstown Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Pittsfield by 2 p. m.

ROUTE No. 722.

From North Adams to Bennington, Vt., 19 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Moses Harrington & Calvin Norton.	\$133, two-horse coach. <i>Accepted April 25, 1857.</i>
John M. Tuttle.....	\$93, one-horse coach.

Contract made with Harrington & Norton, dated April 25, 1857, at \$133 per annum.

Leave North Adams daily, except Sunday, at 1 p. m.; arrive at Bennington by 5 p. m.

Leave Bennington daily, except Sunday, at 10 a. m.; arrive at North Adams by 2 p. m.

ROUTE No. 723.

From North Adams to Williamstown, 5 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Jas. A. Bridges.....	\$50, coach. <i>Accepted April 25, 1857.</i>

Contract made with Jas. A. Bridges, dated April 25, 1857, at \$50 per annum.

Leave North Adams daily, except Sunday, at 7½ p. m.; arrive at Williamstown by 8½ p. m.

Leave Williamstown daily, except Sunday, at 6½ a. m.; arrive at North Adams by 7½ a. m.

ROUTE No. 724.

From Phillipston to Templeton Depot, 7 miles, and back, six times a week.

Contract made with Cyrus Baker, dated June 16, 1857, at \$150 per annum.

Leave Phillipston daily, except Sunday, at 9 a. m.; arrive at Templeton Depot by 11 a. m.

Leave Templeton Depot daily, except Sunday, at 2½ p. m., or on arrival of cars; arrive at Phillipston by 4½ p. m.

SPECIAL ROUTES IN MASSACHUSETTS.

Agawam from Springfield, 5 miles, and back, three times a week.

Service authorized at \$150 a year: limited to net proceeds.

Annisquam from Gloucester, 5 miles, and back, six times a week.

Service performed by E. W. Chord, at \$100 a year: limited to net proceeds.

Ashby from Fitchburg, 4½ miles, and back, six times a week.

Service performed by A. M. White, at \$100 a year: limited to net proceeds.

Ashleyville from Chicopee, 2 miles, and back, six times a week.

Service performed by Solomon F. Todd, at \$50 a year: limited to net proceeds.

Berkely from Taunton, 4 miles, and back, three times a week.

Service performed by Stephen B. Allen, at \$50 a year: limited to net proceeds.

Berlin from Feltonville, 4 miles, and back, three times a week.

Service performed by Amos Sawyer, at \$150 a year: limited to net proceeds.

BillERICA from Railroad Depot, 2½ miles, and back, six times a week.

Service performed by Albert R. Richardson, at \$100 a year: limited to net proceeds.

Bolton from Feltonville, 4 miles, and back, three times a week.

Service performed by Amos Sawyer, at \$150 a year: limited to net proceeds.

Boxborough from railroad station at West Acton, 3½ miles, and back, three times a week.

Service authorized at \$50 a year: limited to net proceeds.

Boylston from West Boylston or Worcester, 4 miles, and back, three times a week.

Service performed by Jonah Butt, at \$75 a year: limited to net proceeds.

Boylston Centre from West Boylston or Worcester, 3 miles, and back, three times a week.

Service performed by James Bigelow, at \$100 a year: limited to net proceeds.

Burlington from Woburn, 3 miles, and back, twice a week.

Service performed by Horace R. Hosmer, at \$50 a year: limited to net proceeds.

Carver from South Carver, 2 miles, and back, three times a week.

Service authorized at \$20 a year: limited to net proceeds.

Chelmsford from Lowell, 4 miles, and back, six times a week.

Service performed by D. C. Pecham, at \$100 a year: limited to net proceeds.

Chelsea from Boston, 4 miles, and back, eighteen times a week.

Service performed by James B. Field, at \$200 a year: limited to net proceeds.

Chester from Chester Village, 4 miles, and back, twice a week.

Service authorized at \$20 a year: limited to net proceeds.

Chiltonville from Plymouth, 2½ miles, and back, six times a week.

Service authorized at \$100 a year: limited to net proceeds.

Cohasset from West Bridgewater, 2 miles, and back, six times a week.

Service performed by Caleb Howard, at \$75 per year: limited to net proceeds.

Cochituate from Natick, 2½ miles, and back, six times a week.

Service performed by Joseph M. Moore, at \$100 a year: limited to net proceeds.

Curtisville from West Stockbridge, 4 miles, and back, six times a week.

Service authorized at \$40 a year: limited to net proceeds.

Danvers Centre from Salem, 2 miles, and back, twelve times a week.

Service performed by Shackley & Palmer, at \$100 a year: limited to net proceeds.

Dunstable from Tyngsboro', 3½ miles, and back, three times a week.

Service performed by Thomas F. Cheeney, at \$50 a year: limited to net proceeds.

- Duxbury from Kingston, 5 miles, and back, six times a week.
Service performed by Parker Jones, at \$175 a year: limited to net proceeds.
- East Cambridge from Boston, $1\frac{1}{2}$ mile, and back, twelve times a week.
Service authorized at \$150 a year: limited to net proceeds.
- East Freetown from New Bedford, 3 mile, and back, three times a week.
Service performed by Charles A. Morton, at \$35 a year: limited to net proceeds.
- East Orleans from Orleans, $1\frac{1}{2}$ mile, six times a week.
Service performed by Philip Hohn, at \$50 a year: limited to net proceeds.
- East Princeton and West Sterling from Oakdale, $4\frac{1}{2}$ miles, and back, six times a week.
Service authorized at \$65 a year: limited to net proceeds.
- East Sharon from Canton, $1\frac{1}{2}$ mile, and back, four times a week.
Service performed by Samuel S. Stetson, at \$30 a year: limited to net proceeds.
- East Sheffield from Canaan, 3 miles, and back, twice a week.
Service performed by Heber Bosworth, at \$28 a year: limited to net proceeds.
- Essex from Manchester, 6 miles, and back, six times a week.
Service performed by Jos. M. Marshall, at \$50 a year: limited to net proceeds.
- Gill from Greenfield, 8 miles, and back, three times a week.
Service authorized at \$40 a year: limited to net proceeds.
- Granby from South Hadley, 3 miles, and back, three times a week.
Service performed by David Kellogg, at \$90 a year: limited to net proceeds.
- Holland from Fiskdale, $4\frac{1}{2}$ miles, and back, twice a week.
Service performed by Francis Wight, at \$40 a year: limited to net proceeds.
- Hubbardston from South Gardner, 5 miles, and back, six times a week.
Service performed by Calvin Warren, at \$75: limited to net proceeds.
- Ireland from Holyoke, $1\frac{1}{2}$ mile, and back, six times a week.
Service performed by Alex. Day, at \$40 a year: limited to net proceeds.
- Lanesville from Annisquam, $5\frac{1}{2}$ miles, and back, six times a week.
Service performed by E. W. Chord, at \$50 a year: limited to net proceeds.
- Leicester from Worcester, 6 miles, and back, twelve times a week.
Service performed by Lucien B. Stone, at \$275 a year: limited to net proceeds.
- Leyden from Greenfield, 10 miles, and back, once a week.
Service authorized at \$50 a year: limited to net proceeds.
- Long Plain from North Fair Haven, 5 miles, and back, three times a week.
Service performed by Benjamin Nilson, at \$75 a year: limited to net proceeds.
- Lunenburg, from Railroad Depot, $4\frac{1}{2}$ miles, and back, six times a week.
Service authorized at \$113 a year: limited to net proceeds.
- Lynnfield from Salem, 7 miles, and back, twice a week.
Service performed by A. A. Newhall, at \$1 a year: limited to net proceeds.
- Lynfield Centre from Boston, 3 miles, and back, six times a week.
Service performed by Moses Eastman, at \$42 a year: limited to net proceeds.
- Middlefield from Bancroft, 4 miles, and back, six times a week.
Service authorized at \$100 a year: limited to net proceeds.
- Monroe from Florida, — miles, and back, once a week.
Service performed by Hiram G. Phelps, at \$40 a year: limited to net proceeds.
- Montgomery from Russell, 5 miles, and back, once a week.
Service performed by James M. Squier, at \$26 a year: limited to net proceeds.
- North Bernardston from Bernardston, 4 miles, and back, once a week.
Service authorized at \$30 a year: limited to net proceeds.
- North Blackstone from Blackstone, $3\frac{1}{2}$ miles, and back, three times a week.
Service authorized at \$30 a year: limited to net proceeds.
- Northbridge Centre from Northbridge, 2 miles, and back, six times a week.
Service performed by Lyman Fay, at \$40 a year: limited to net proceeds.
- North Brookfield from East Brookfield, 4 miles, and back, twelve times a week.
Service performed by Wm. H. Ayers, at \$160 a year: limited to net proceeds.
- North Carver from Middleborough, 7 miles, and back, three times a week.
Service authorized at \$25 a year: limited to net proceeds.

North Chelsea from Chelsea, 2 miles, and back, six times a week.
Service performed by George W. Dale, at \$50 a year : limited to net proceeds.

North Chester from Huntington, 7 miles, and back, twice a week.
Service performed by Milton D. Leonard, at \$50 a year : limited to net proceeds.

North Fairhaven from New Bedford, 1½ mile, and back, twelve times a week.
Service performed by Melvin H. True, at \$100 a year : limited to net proceeds.

North Hadley from Hadley, 4 miles, and back, six times a week.
Service authorized at \$75 a year : limited to net proceeds.

North Oxford from Railroad Station, 1½ mile, and back, six times a week.
Service authorized at \$50 a year : limited to net proceeds.

North Rochester from South Middleboro', 8 miles, and back, once a week.
Service performed by Elbridge G. Perkins, at \$60 a year : limited to net proceeds.

North Spencer from Paxton, 3½ miles, and back, once a week.
Service performed by S. C. Tyrrell, at \$20 a year : limited to net proceeds.

North Sudbury from South Acton, 4 miles, and back, three times a week.
Service authorized at \$40 a year : limited to net proceeds.

North Tewksbury from Lowell, 2½ miles, and back, once a week.
Service authorized at \$25 a year : limited to net proceeds.

Northwest Bridgewater from North Bridgewater, 3 miles, and back, twice a week.
Service performed by Herbert Phillips, at \$50 a year : limited to net proceeds.

North Weymouth from Railroad Depot, 1 mile, and back, six times a week.
Service performed by John Parrott, at \$75 a year : limited to net proceeds.

North Woburn from Woburn, 2½ miles, and back, twelve times a week.
Service performed by Charles Tay, at \$100 a year : limited to net proceeds.

Oakham from Rutland, 5 miles, and back, three times a week.
Service performed by Edmund Dean, at \$70 a year : limited to net proceeds.

Princeton from Oakdale Station, 6 miles, and back, six times a week.
Service performed by Phineas Ross, at \$100 a year : limited to net proceeds.

Quincy Point from Quincy, 2 miles, and back, six times a week.
Service performed by T. H. Newcomb, at \$64 a year : limited to net proceeds.

Rochester from New Bedford, 13 miles, and back, three times a week.
Service performed by Daniel Hall, at \$200 a year : limited to net proceeds.

Rockport from Gloucester, 4½ miles, and back, six times a week.
Service performed by Levi Shaw, at \$200 a year : limited to net proceeds.

Rowley from Rowley Depot, 2½ miles, and back, twelve times a week.
Service performed by Edward Smith, at \$125 a year : limited to net proceeds.

Saugus from Lynn, 2½ miles, and back, twelve times a week.
Service performed by Zales Newhall, at \$150 a year : limited to net proceeds.

Scotland from Bridgewater, 3 miles, and back, three times a week.
Service authorized at \$25 a year : limited to net proceeds.

Sheldonville from Wrentham, 4½ miles, and back, three times a week.
Service authorized at \$50 a year : limited to net proceeds.

Sherburne from Natick, 3 miles, and back, six times a week.
Service performed by Howe & Co., at \$75 a year : limited to net proceeds.

Shrewsbury from Worcester or railroad, 6 miles, and back, six times a week.
Service performed by Tyler Harrington, at \$100 a year : limited to net proceeds.

Southbridge and Dudley from Webster, 10 miles, and back, six times a week.
Service authorized at \$150 a year : limited to net proceeds of Dudley.

South Carver from Wareham, 6 miles, and back, six times a week.
Service performed by Jesse Murdock, at \$100 a year : limited to net proceeds.

South Dartmouth from New Bedford, 4 miles, and back, six times a week.
Service performed by Charles Dana, at \$124 a year : limited to net proceeds.

Southfield from New Marlboro', 2 miles, and back, three times a week.
Service performed by Samuel A. Turner, at \$25 a year : limited to net proceeds.

South Malden from Boston, 4 miles, and back, six times a week.
Service authorized at \$50 a year : limited to net proceeds.

South Natick from West Needham, 2 miles, and back, twelve times a week.
Service performed by Goin Bally, at \$125 a year : limited to net proceeds.

South Orleans from Orleans, 2 miles, and back, twice a week.
Service performed by Philip Hohn, at \$30 a year : limited to net proceeds.

South Plymouth from Plymouth, 6 miles, and back, three times a week.
Service performed by Josiah C. Hovey, at \$90 a year : limited to net proceeds.

South Randolph from East Stoughton, 1 mile, and back, six times a week.
Service performed by Samuel W. Hobard, at \$20 a year : limited to net proceeds.

South Wilbraham and East Long Meadow from Springfield, 10 miles, and back, six times a week.
Service performed by John B. Warren, at \$98 a year : limited to net proceeds.

South Wrentham from Wrentham, $3\frac{1}{2}$ miles, and back, twice a week.
Service performed by Jason S. Thompson, at \$20 a year : limited to net proceeds.

Swampscott from Lynn, 2 miles, and back, twelve times a week.
Service performed by John F. Kilton, at \$100 a year : limited to net proceeds.

Wales from Brimfield, $4\frac{1}{2}$ miles, and back, three times a week.
Service authorized at \$30 a year : limited to net proceeds.

Waquoit and East Falmouth, 7 miles, and back, three times a week.
Service performed by Ichabod H. Childs, at \$75 a year : limited to net proceeds.

Wachusett Village from Westminster Depot, $1\frac{1}{2}$ mile, and back, six times a week.
Service performed by Franklin Wyman, at \$45 a year : limited to net proceeds.

West Dedham from Dedham, 3 miles, and back, six times a week.
Service performed by Reuben Guild, at \$200 a year : limited to net proceeds.

West Hawley from Charlemont, 5 miles, and back, twice a week.
Service performed by Samuel Hall, at \$60 a year : limited to net proceeds.

West Milbury from Milbury, 6 miles, and back, twelve times a week.
Service performed by Joel Carter, at \$125 a year : limited to net proceeds.

Westport Point from South Westport, 4 miles, and back, six times a week.
Service performed by Alfred Richard, at \$50 a year : limited to net proceeds.

Wilbraham from Collin's Depot, 2 miles, and back, twelve times a week.
Service performed by Warren L. Collins, at \$125 a year : limited to net proceeds.

STATE OF RHODE ISLAND.

ROUTE No. 801.

From Providence to Worcester, Mass., 44 miles, and back, twelve times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Providence and Worcester Railroad Company.	\$5,900, railroad cars, including all side supply. Accepted June 8, 1857.

Contract made with Providence and Worcester Railroad Company, dated June 8, 1857, at \$5,900 per annum. Schedule not reported.

ROUTE No. 802.

From Providence to Stonington, Conn., 50 miles, and back, twelve times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

(No bids.)

Contract negotiated and made with Stonington and Providence Railroad Company, dated October 17, 1857, at \$7,500 per annum, from July 1, 1857 : service twelve times a week, and six times a week steamboat mail between Boston and New York. Schedule not reported.

ROUTE No. 803.

From Providence to Bristol, 15½ miles, and back, six times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Providence, Warren and Bristol Railroad Company.	\$1,162 50, railroad.

150 00. Nyatt to Barrington.

Service performed by Providence, Warren and Bristol Railroad Company, at \$775 per annum.

ROUTE No. 804.

From Providence to Newport, 28 miles, and back, twelve times a week, so long as boats are run so frequently, and six times a week residue of year.

Bidder's name.	Sum per annum.
R. B. Kinsley.....	\$800, steamboats. <i>Accepted April 25, 1857.</i>
Contract made with R. B. Kinsley, dated April 25, 1857, at \$800 per annum.	
Leave Providence daily, except Sunday, at 8½ a. m. and 5½ p. m.; arrive at Newport by 11½ a. m. and 8½ p. m.	
Leave Newport daily, except Sunday, at 5 a. m. and 1½ p. m.; arrive at Providence by 7½ a. m. and 4½ p. m.	
Leave Providence daily, except Sunday, at 2 p. m.; arrive at Newport by 5 p. m.	
Leave Newport daily, except Sunday, at 8 a. m.; arrive at Providence by 11 a. m.	

ROUTE No. 805.

From Providence to Mount Vernon, 20 miles, and back, three times a week.

Bidders' names.	Sum per annum.
W. T. Carpenter.....	\$700, two-horse coach.
A. A. Angel.....	398, two-horse coach or covered carriage.
L. M. Hopkins.....	395, four-horse coach.
J. W. Richards, W. A. Stone, & S. Cornell.	350. ***.
L. M. Hopkins.....	295, one-horse gig; six times a week to Rockland, three residue. Schedule proposed. <i>Accepted April 25, 1857.</i>

Contract made with L. M. Hopkins, dated April 25, 1857, at \$295 per annum.
 Leave Providence daily, except Sunday, at 3 p. m.; arrive at Rockland by 6 p. m.
 Leave Rockland daily, except Sunday, at 7 a. m.; arrive at Providence by 10 a. m.
 Leave Rockland Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Mount Vernon by 10 a. m.
 Leave Mount Vernon Tuesday, Thursday, and Saturday, at 12 m.; arrive at Rockland by 2 p. m.

ROUTE No. 806.

From Providence to West Killingly, Conn., 26 miles, and back, six times a week, with three additional trips between Providence and North Scituate, and supplying South Killingly from West Killingly three times a week, in due connexion.

Bidders' names.	Sum per annum.
J. W. Richards, W. A. Stone, & S. Cornell.	\$1,075 00. ***.
	975 00. ***, six additional weekly trips between Providence and N. Scituate. Schedule proposed. <i>Accepted April 25, 1857.</i>
	800 00. ***, omitting three additional trips between Providence and North Scituate.
G. K. Phillips.....	1,000 00, two-horse coach; schedule proposed.
P. C. Child.....	999 50, two-horse coach.

Contract made with Richards, Stone & Cornell, dated April 25, 1857, at \$975 per annum.
 Leave Providence daily, except Sunday, at 11 a. m.; arrive at West Killingly by 6 p. m.
 Leave West Killingly daily, except Sunday, at 8 a. m.; arrive at Providence by 2 p. m.
 Leave Providence daily, except Sunday, at 3 p. m.; arrive at North Scituate by 5 p. m.
 Leave North Scituate daily, except Sunday, at 7½ a. m., arrive at Providence by 9½ a. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 807.

From Providence to Pascoag, 19 miles, and back, six times a week; Centredale to be omitted three of the trips each way.

Bidders' names.	Sum per annum.
J. W. Stone & Co.....	\$585. 000.
	550. 000. Schedule changed.
P. C. Child.....	475, four-horse coach.
J. Wilkinson.....	240, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with J. Wilkinson, dated April 25, 1857, at \$240 per annum.

Leave Providence daily, except Sunday, at 3 p. m.; arrive at Pascoag by 7 p. m.

Leave Pascoag daily, except Sunday, at 5 a. m.; arrive at Providence by 9 a. m.

ROUTE No. 808.

From Providence to Warwick Neck, 10 miles, and back, three times a week.

Bidder's name.	Sum per annum.
George Hoffman.....	\$150, two-horse coach.
	50, two-horse coach; three additional weekly trips to Pawtuxet. <i>Accepted April 25, 1857.</i>

Contract made with George Hoffman, dated April 25, 1857, at \$200 per annum.

Leave Providence daily, except Sunday, at 11 a. m.; arrive at Pawtuxet by 12 m.

Leave Pawtuxet daily, except Sunday, at 8½ a. m.; arrive at Providence by 9½ a. m.

Leave Pawtuxet Monday, Wednesday, and Friday, at 12 m., arrive at Warwick Neck by 12½ p. m.

Leave Warwick Neck Monday, Wednesday, and Friday, at 1 p. m.; arrive at Pawtuxet by 2 p. m.

ROUTE No. 809.

From Newport to Westerly, 37 miles, and back, twice a week.

Bidders' names.	Sum per annum.
H. F. Douglass.....	\$373, two-horse coach.
T. K. Barber.....	315, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with T. K. Barber, dated April 25, 1857, at \$315 per annum.

Leave Newport Tuesday and Friday at 6 a. m.; arrive at Westerly by 6 p. m.

Leave Westerly Monday and Thursday at 6 a. m.; arrive at Newport by 6 p. m.

ROUTE No. 810.

From Newport to Tiverton, 12 miles, and back, six times a week.

Bidder's name.	Sum per annum.
R. B. Kinsley.....	\$400, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with R. B. Kinsley, dated April 25, 1857, at \$400 per annum.

Leave Newport daily, except Sunday, at 9 a. m.; arrive at Tiverton by 12 m.

Leave Tiverton daily, except Sunday, at 1 p. m.; arrive at Newport by 4 p. m.

ROUTE No. 811.

From Newport to New Shoreham, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
Rose & Paine.....	\$197, open boat and vessel. <i>Accepted April 25, 1857.</i>
S. Dodge.....	387, boat or vessel.

Contract made with Rose & Paine, dated April 25, 1857, at \$197 per annum.

Leave Newport Friday at 8 a. m.; arrive at New Shoreham by 6 p. m.

Leave New Shoreham Thursday at 8 a. m.; arrive at Newport by 6 p. m.

ROUTE No. 812.

From Warwick Depot, by Warwick, to Railroad Depot, near Coventry, 7 miles, and back, twelve times a week.

Bidders' names.	Sum per annum.
J. N. Taylor.....	\$350. ***.
H. Allen	300, two-horse coach. 300, from Coventry, Anthony, and Centreville, to Hartford, Providence, and Fishkill, railroad ; and from Warwick Depot, on Stonington railroad, as now conveyed, twelve times a week. 285, two-horse coach from Coventry, Anthony, and Centreville, Natick and Knightsville, to Providence ; schedule proposed.
C. North	197, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with C. North, dated April 25, 1857, at \$197 per annum.

Leave Warwick Depot daily, except Sunday, at 9½ a. m. and 4½ p. m. ; arrive at Railroad Depot by 11 a. m. and 6 p. m.

Leave Railroad Depot daily, except Sunday, at 7½ a. m. and 2½ p. m. ; arrive at Warwick Depot by 9 a. m. and 4 p. m.

ROUTE No. 813.

From Kingston Depot to Wakefield, 6 miles, and back, twelve times a week.

Bidders' name.	Sum per annum.
J. N. Taylor	\$144. ***. <i>Accepted April 25, 1857.</i>

Contract made with J. N. Taylor, dated April 25, 1857, at \$144 per annum.

Leave Kingston Depot daily, except Sunday, at 8 a. m. and 5½ p. m. ; arrive at Wakefield by 10 a. m. and 7½ p. m.

Leave Wakefield daily, except Sunday, at 6 a. m. and 2½ p. m. ; arrive at Kingston Depot by 8 a. m. and 4½ p. m.

ROUTE No. 814.

From Kingston Depot to Wyoming, 6½ miles, and back, six times a week ; and from Carolina Depot, by Carolina Mills, to Wyoming, 10 miles, and back, six times a week ; and supply Arcadia and Rockville from Wyoming, three times a week, in due connexion.

Bidders' names.	Sum per annum.
James Webster.....	\$587.
J. N. Taylor.....	550. ***. Kingston Depot to Usquepaugh, six times a week, &c. <i>Accepted April 25, 1857.</i>
James Webster.....	284, Kingston to Wyoming. 294, Kingston to Usquepaugh, 3 miles, twelve times a week.

Contract made with J. N. Taylor, dated April 25, 1857, at \$550 per annum.

Leave Kingston Depot daily, except Sunday, at 5 p. m. ; arrive at Usquepaugh by 6 p. m.

Leave Usquepaugh daily, except Sunday, at 7 a. m. ; arrive at Kingston Depot by 8 a. m.

Leave Carolina Depot daily, except Sunday, at 5½ p. m. ; arrive at Wyoming by 7½ p. m.

Leave Wyoming daily, except Sunday, at 5½ a. m. ; arrive at Carolina Depot by 7½ a. m.

ROUTE No. 815.

From Westerly to Hopkinton, 9 miles, and back, six times a week.

Bidders' names.	Sum per annum.
O. Budington	\$150, two-horse coach.
John N. Taylor.....	148. ***. <i>Accepted April 25, 1857.</i> 98, omit 3 weekly trips between Ashaway and Hopkinton.

CONTRACTS FOR CARRYING THE MAILS.

Contract made with John N. Taylor, dated April 25, 1857, at \$148 per annum.
 Leave Westerly daily, except Sunday, at 9 a. m. ; arrive at Hopkinton by 11 a. m.
 Leave Hopkinton daily, except Sunday, at 1 p. m. ; arrive at Westerly by 3 p. m.

ROUTE No. 816.

From River Point to Hopeville, $3\frac{1}{4}$ miles, and back, twelve times a week ; supplying Natick from Railroad Station twelve times a week.

Bidders' names.	Sum per annum.
Alpheus F. Angell.....	\$250, one-horse carriage.
S. M. Angell.....	170, two-horse coach, omitting Natick.
	148, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with S. M. Angell, dated April 25, 1857, at \$148 per annum.
 Leave River Point daily, except Sunday, at $9\frac{1}{2}$ a. m. and $4\frac{1}{2}$ p. m. ; arrive at Hopeville by 10 a. m. and 5 p. m.
 Leave Hopeville daily, except Sunday, at $9\frac{1}{2}$ a. m. and $2\frac{1}{2}$ p. m. ; arrive at River Point by 10 a. m. and 3 p. m.

ROUTE No. 817.

From Coventry to Pine Hill, 11 miles, and back, three times a week.

Bidders' names.	Sum per annum.
G. Matteson	\$200, two-horse coach to Nooseneck Hill ; residue as now.
John Edwards	190. 000. <i>Accepted April 25, 1857.</i>

Contract made with John Edwards, dated April 25, 1857, at \$190 per annum.
 Leave Coventry Monday, Wednesday, and Friday, at $6\frac{1}{2}$ p. m. ; arrive at Pine Hill next days by 9 a. m.
 Leave Pine Hill Tuesday, Thursday, and Saturday, at $9\frac{1}{2}$ a. m. ; arrive at Coventry by 12 m.

ROUTE No. 818

From Nooseneck Hill to Voluntown, 18 miles, and back, once a week.

Bidder's name.	Sum per annum.
Nathaniel S. Gallup.....	\$150, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Nathaniel S. Gallup, dated April 25, 1857, at \$150 per annum.
 Leave Nooseneck Hill Saturday at 2 p. m. ; arrive at Voluntown by $7\frac{1}{2}$ p. m.
 Leave Voluntown Saturday at $6\frac{1}{4}$ a. m. ; arrive at Nooseneck Hill by $\frac{1}{4}$ p. m.

SPECIAL ROUTES IN RHODE ISLAND.

Allenton from Wickford Depot, 2 miles, and back, six times a week.
 Service performed by Thomas A. Gould, at \$50 a year : limited to net proceeds.

Bliss Four Corners from Fall River, 6 miles, and back, three times a week.
 Service performed by Adoniram Bliss, at \$50 a year : limited to net proceeds.

Davisville from Railroad Depot, $\frac{3}{4}$ mile, and back, six times a week.
 Service performed by Henry Sweet, at \$50 a year : limited to net proceeds.

Exeter from Wickford Depot, 4 miles, and back, three times a week.
 Service authorized at \$60 a year : limited to net proceeds.

Georgiaville from Centredale, 8 miles, and back, three times a week.
 Service performed by Daniel A. Whipple, at \$200 a year : limited to net proceeds.

Mapleville and Burrillville from Providence, 3 miles, and back, six times a week.
 Service performed by John Wilkinson, at \$100 a year : limited to net proceeds.

Mohegan from Slatersville, 4 miles, and back, six times a week.
Service performed by John Taylor, at \$30 a year : limited to net proceeds.

West Gloucester from Chepacket, 6 miles, and back, three times a week.
Service authorized at \$20 a year : limited to net proceeds.

Woodville from Richmond Switch, 3 miles, and back, six times a week.
Service performed by Charles W. Collins, at \$45 a year : limited to net proceeds.

STATE OF CONNECTICUT.

ROUTE No. 901.

From Hartford, by old stage road, to New Haven, 44 miles, and back, six times a week.

Bidders' names.	Sum per annum.
P. C. Child	\$1,600, two-horse coach.
B. Montague and S. S. Hall.....	1,500, two-horse coach.
	1,400, two-horse coach ; supply Middletown from Middletown by wagon.
A. E. Haskell.....	1,280. <i>ooo. Accepted April 25, 1857.</i>

Contract made with A. E. Haskell, dated April 25, 1857, at \$1,280 per annum.
Leave Hartford daily, except Sunday, at 11 a. m. in summer, and 9½ a. m. in winter ;
arrive at New Haven by 8 p. m. in summer, and at 6½ p. m. in winter.
Leave New Haven daily, except Sunday, at 12 m. in summer, and 11 a. m. in winter ;
arrive at Hartford by 9 p. m. in summer, and 8 p. m. in winter.

ROUTE No. 902.

From Hartford to Portland, 16 miles, and back, six times a week.

Bidders' names.	Sum per annum.
D. E. Dunham	\$625, two-horse covered carriage.
R. J. Fuller	600, two-horse coach.
F. D. Johnson	500, two-horse coach. <i>Accepted April 25, 1857.</i>
P. C. Child.....	500.
Alonzo H. Chamberlain	640. <i>ooo. (After time.)</i>

Contract made with F. D. Johnson, dated April 25, 1857, at \$500 per annum.
Leave Hartford daily, except Sunday, at 3 p. m.; arrive at Portland by 7 p. m.
Leave Portland daily, except Sunday, at 6 a. m.; arrive at Hartford by 10½ a. m.

ROUTE No. 903.

From Hartford to Somers, 23 miles, and back, three times a week.

Bidders' names.	Sum per annum.
P. C. Child.....	\$475.
J. C. Bond	400, four-horse coach.
G. T. Chapman	275, four-horse coach. <i>Accepted April 25, 1857.</i>
Alonzo H. Chamberlain	549. <i>ooo. (After time.)</i>

Contract made with G. T. Chapman, dated April 25, 1857, at \$275 per annum.
Leave Hartford Monday, Wednesday, and Friday, at 4 p. m.; arrive at Somers by 9 p. m.
Leave Somers Monday, Wednesday, and Friday, at 6½ a. m.; arrive at Hartford by 11½
a. m.

ROUTE No. 904.

From Hartford to Broad Brook, 15 miles, and back, three times a week.

Bidders' names.	Sum per annum.
P. C. Child.....	\$298 50.
J. C. Bond	200 00, four-horse coach.
G. T. Chapman.....	175 00, four-horse coach. <i>Accepted April 25, 1857.</i>
Alonzo H. Chamberlain	298 00. 000. (After time.)

Contract made with G. T. Chapman, dated April 25, 1857, at \$175 per annum.

Leave Hartford Tuesday, Thursday, and Saturday, at 3 p. m.; arrive at Broad Brook by 6½ p. m.

Leave Broad Brook Tuesday, Thursday, and Saturday, at 7½ a. m.; arrive at Hartford by 11 a. m.

ROUTE No. 905.

From Hartford to Westfield, Mass., 32 miles, and back, three times a week.

Bidders' names.	Sum per annum.
D. L. Paine.....	\$790, two-horse coach.
	375, two-horse coach. Three additional trips from Hartford to East Granby.
Stephen Spelman.....	578. 000. <i>Accepted April 25, 1857.</i>
Alonzo H. Chamberlain	640. 000. (After time.)

Contract made with Stephen Spelman, dated April 25, 1857, at \$578 per annum.

Leave Hartford Monday, Wednesday, and Friday, at 1½ p. m.; arrive at Westfield by 8½ p. m.

Leave Westfield Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Hartford by 1 p. m.

ROUTE No. 906.

From Hartford to Tariffville, 12 miles, and back, six times a week.

Bidders' names.	Sum per annum.
F. D. Johnson	\$370, two-horse coach.
W. E. Boise	359, two-horse coach.
	339, one-horse conveyance.
William Reed.....	300, two-horse coach.
A. E. Haskell	280. 000. <i>Accepted April 25, 1857.</i>
Alonzo H. Chamberlain	472. (After time.)

Contract made with A. E. Haskell, dated April 25, 1857, at \$280 per annum.

Leave Hartford daily, except Sunday, at 3 p. m.; arrive at Tariffville by 6 p. m.

Leave Tariffville daily, except Sunday, at 7½ a. m.; arrive at Hartford by 10½ a. m.

ROUTE No. 907.

From Hartford to West Hartland, 28 miles, and back, twice a week.

Bidders' names.	Sum per annum.
D. Griffin.....	\$250, two-horse covered carriage. <i>Accepted April 25, 1857.</i>
Alonzo H. Chamberlain	349. (After time.)

Contract made with D. Griffin, dated April 25, 1857, at \$250 per annum.

Leave Hartford Tuesday and Saturday at 7 a. m.; arrive at West Hartland by 5 p. m.

Leave West Hartland Monday and Friday at 7 a. m.; arrive at Hartford by 5 p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 908.

From Hartford to Farmington, 9½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
L. A. Risley	\$300, two and four-horse coach. <i>Accepted April 25, 1857.</i>
Alonzo H. Chamberlain	394. 000. (After time.)

Contract made with L. A. Risley, dated April 25, 1857, at \$300 per annum.
Leave Hartford daily, except Sunday, at 3½ p. m.; arrive at Farmington by 5½ p. m.
Leave Farmington daily, except Sunday, at 8 a. m.; arrive at Hartford by 10 a. m.

ROUTE No. 909.

From Vernon Depot to Tolland, 9 miles, and back, six times a week.

Bidders' names.	Sum per annum.
R. S. White	\$550, covered wagon.
I. C. Child	225, two-horse coach to Rockville.
F. D. Johnson	225, two-horse coach. <i>Accepted April 25, 1857.</i>
Alonzo H. Chamberlain	370. 000. (After time.)

Contract made with F. D. Johnson, dated April 25, 1857, at \$225 per annum.
Leave Vernon Depot daily, except Sunday, at 3½ p. m.; arrive at Tolland by 5½ p. m.
Leave Tolland daily, except Sunday, at 7½ a. m.; arrive at Vernon Depot by 9½ a. m.

ROUTE No. 910.

From Bolton Depot to Killingly, 32 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Isaac Keeney & C. F. Sumner..	\$900, covered wagon.
F. D. Johnson	600, two-horse coach.
J. W. Richards & Co	576. 000.
P. C. Child	525, two-horse coach. <i>Accepted April 25, 1857.</i>
Alonzo H. Chamberlain	640. 000. (After time.)

Contract made with P. C. Child, dated April 25, 1857, at \$525 per annum.
Leave Bolton Depot Monday, Wednesday, and Friday, at 5 a. m.; arrive at Killingly by 1 p. m.
Leave Killingly Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Bolton Depot by 6 p. m.

ROUTE No. 911.

From Bolton Depot, to Ashford, 17 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Isaac Keeney and C. F. Sumner.	\$475, covered wagon.
J. W. Richards & Co	306. 000.
P. C. Child	200. <i>Accepted April 25, 1857.</i>
Alonzo H. Chamberlain, (after time.)	344. 000.

Contract made with P. C. Child, dated April 25, 1857, at \$200 per annum.
Leave Bolton Depot Tuesday, Thursday, and Saturday, at 4 a. m.; arrive at Ashford by 9 p. m.
Leave Ashford Tuesday, Thursday, and Saturday, at 4 p. m.; arrive at Bolton Depot by 9 a. m.

ROUTE No. 912.

From Andover, to Colchester, 15 miles, and back, six times a week.

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CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
R. S. White	\$900, covered wagon from Bolton Depot, by Bolton, Gilead, and Hebron, to Colchester, 18 miles.
B. Baxter	693, one-horse wagon.
F. D. Johnson	550, two-horse coach.
E. D. Smith	531. ooo.
P. C. Child	455.
H. B. French	449, two-horse coach.
E. Beckwith	424, four-horse coach.
F. H. Brown	398, one-horse wagon, or four-horse coach when necessary. <i>Accepted April 25, 1857.</i>
L. L. Child	540, two-horse coach.
Alonzo H. Chamberlain, (after time.)	594. ooo.

Contract made with F. H. Brown, dated April 25, 1857, at \$398 per annum.

Leave Andover daily, except Sunday, at 5½ p. m. ; arrive at Colchester by 8½ p. m.

Leave Colchester daily, except Sunday, at 5½ a. m. ; arrive at Andover by 8½ a. m.

ROUTE No. 913.

From Andover to Columbia, 4 miles, and back, six times a week.

Bidders' names.	Sum per annum.
P. C. Child	\$150.
H. W. & C. C. Stetson	150, one-horse wagon.
H. W. Stetson	150, one-horse wagon. <i>Accepted April 25, 1857.</i>
Alonzo H. Chamberlain, (after time.)	168.

Contract made with H. W. Stetson, dated April 25, 1857, at \$150 per annum.

Leave Andover daily, except Sunday, at 4 p. m. ; arrive at Columbia by 5 p. m.

Leave Columbia daily, except Sunday, at 2½ p. m. ; arrive at Andover by 3½ p. m.

ROUTE No. 914.

From West Willington to West Woodstock, 17 miles, and back, three times a week.

Bidders' names.	Sum per annum.
P. C. Child	\$357.
	482, two-horse coach.
F. D. Johnson	290, two-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time.)	344. ooo.

Contract made with F. D. Johnson, dated April 25, 1857, at \$290 per annum.

Leave West Willington Monday, Wednesday, and Friday, at 4 p. m. ; arrive at West Woodstock by 9 p. m.

Leave West Woodstock Tuesday, Thursday, and Saturday, at 4 a. m. ; arrive at West Willington by 9 a. m.

ROUTE No. 915.

From Willimantic to Webster, Massachusetts, 36 miles, and back, six times a week.

Bidders' names.	Sum per annum.
A. P. Barnes	\$1,000 00, stages.
P. C. Child	749 50, two-horse coach.
F. D. Johnson	690 00, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with F. D. Johnson, dated April 25, 1857, at \$690 per annum.

Leave Willimantic daily, except Sunday, at 5 p. m. ; arrive at Webster next day by 8 a. m.

Leave Webster daily, except Sunday, at 11 a. m. ; arrive at Willimantic next day by 8 a. m.

ROUTE No. 916.

From Windham to Willimantic, three miles, and back, twelve times a week.

Bidders' names.	Sum per annum.
William Cummings.....	\$213, one-horse coach.
P. C. Child.....	175. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).....	270.

Contract made with P. C. Child, dated April 25, 1857, at \$175, per annum.
 Leave Windham daily, except Sunday, at 7½ a. m. and 2½ p. m. ; arrive at Willimantic by 8½ a. m. and 3½ p. m.
 Leave Willimantic daily, except Sunday, at 9½ a. m. and 4½ p. m. ; arrive at Windham by 10½ a. m. and 5½ p. m.

ROUTE No. 917.

From North Woodstock to Putnam, 11 miles, and back, six times a week.

Bidders' names.	Sum per annum.
J. W. Richards & Co.....	\$440 00. 000.
P. C. Child.....	425 00, two-horse coach.
	350 00, one-horse carriage. <i>Accepted April 25, 1857.</i>
	399 50, two-horse coach.
F. D. Johnson.....	370 00, two-horse coach.
A. H. Chamberlain, (after time).....	448 00.

Contract made with P. C. Child, dated April 25, 1857, at \$350 per annum.
 Leave North Woodstock daily, except Sunday, at 5 a. m. ; arrive at Putnam by 7½ a. m.
 Leave Putnam daily, except Sunday, at ½ p. m. ; arrive at North Woodstock by 3½ p. m.

ROUTE No. 918.

From Moosup to Central Village, 2 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Thos. Weaver.....	\$125, one-horse carriage.
P. C. Child.....	100. <i>Accepted April 25, 1857.</i>
Alonzo H. Chamberlain, (after time).....	140.

Contract made with P. C. Child, dated April 25, 1857, at \$100 per annum.
 Leave Moosup daily, except Sunday, at 11½ a. m. ; arrive at Central Village by 12 m.
 Leave Central Village daily, except Sunday, at 1 p. m. ; arrive at Moosup by 1½ p. m.

ROUTE No. 919.

From Central Village to South Windham, 15 miles, and back, six times a week.

Bidders' names.	Sum per annum.
P. C. Child.....	\$587 50.
Rufus Rood.....	525 00, one-horse wagon. <i>Accepted April 25, 1857.</i>
Alonzo H. Chamberlain, (after time).....	590 00.

Contract made with Rufus Rood, dated April 25, 1857, at \$525 per annum.
 Leave Central Village daily, except Sunday, at ½ p. m. ; arrive at South Windham by 4 p. m.
 Leave South Windham daily, except Sunday, at 8 a. m. ; arrive at Central Village by 11½ a. m.

ROUTE No. 920.

From West Killingly to Willimantic, 21 miles, and back, six times a week, with six additional trips to Brooklyn.

Bidders' names.	Sum per annum.
J. W. Richards & Co.	\$750. 000.
P. C. Child	719, two-horse coach. <i>Accepted April 25, 1857.</i>
	675.
Erastus P. Harris, (after time) ..	600, two-horse covered carriage to Willimantic; one-horse covered carriage for additional trips to Brooklyn.

Contract made with Peleg C. Child, dated April 25, 1857, at \$719 per annum.
 Leave West Killingly daily, except Sunday, at 8½ a. m. ; arrive at Brooklyn by 9½ a. m.
 Leave Brooklyn daily, except Sunday, at 11 a. m. ; arrive at West Killingly by 11½ a. m.
 Leave West Killingly daily, except Sunday, at 1 p. m. ; arrive at Willimantic by 5½ p. m.
 Leave Willimantic daily, except Sunday, at 8 a. m. ; arrive at West Killingly by ½ p. m.

ROUTE No. 921.

From Voluntown to Sterling, 12 miles, and back, twice a week.

Bidders' names.	Sum per annum.
P. C. Child	\$225.
G. B. Gashill	150, one-horse wagon. <i>Accepted April 25, 1857.</i>
Alonzo H. Chamberlain, (after time)	160.

Contract made with G. B. Gashill, dated April 25, 1857, at \$150 per annum.
 Leave Voluntown Tuesday and Saturday at 12 m. ; arrive at Sterling by 3½ p. m.
 Leave Sterling Tuesday and Saturday at 9 a. m. ; arrive at Voluntown by ½ p. m.

ROUTE No. 922.

From Norwich to Westerly, R. I., 31 miles, and back, three times a week, with three additional weekly trips from North Stonington to Westerly, 5 miles, and back.

Bidders' names.	Sum per annum.
J. and P. Noyes	\$800, carriage.
D. S. Douglass	798, two-horse coach.
P. C. Child	750.
J. and P. Noyes	700, two-horse coach ; schedule proposed omits three additional trips from North Stonington to Westerly.
J. A. Peabody	445, two-horse coach. <i>Accepted April 25, 1857.</i>
Henry C. Stedman, (after time) ..	500, two-horse covered vehicle ; one-horse wagon additional trips.

Contract made with J. A. Peabody, dated April 25, 1857, at \$445 per annum.
 Leave Norwich Tuesday, Thursday, and Saturday, at 8 a. m. ; arrive at Westerly by 5 p. m.
 Leave Westerly Monday, Wednesday, and Friday, at 8 a. m. ; arrive at Norwich by 4 p. m.
 Leave North Stonington Tuesday, Thursday, and Saturday, at 9½ a. m. ; arrive at Westerly by 10½ a. m.
 Leave Westerly Tuesday, Thursday, and Saturday, at 8 a. m. ; arrive at North Stonington by 9 a. m.

ROUTE No. 923.

From Norwich to Ledyard, 8½ miles, and back, three times a week ; supplying Gale's Ferry from Uncasville six times a week.

Bidders' names.	Sum per annum.
P. C. Child	\$295.
E. Cattrell	190, one-horse wagon. <i>Accepted April 25, 1857.</i>

Contract made with E. Cattrell, dated April 25, 1857, at \$190 per annum.
 Leave Norwich Monday, Wednesday, and Friday, at 8½ a. m. ; arrive at Ledyard by 10½ a. m.
 Leave Ledyard Monday, Wednesday, and Friday, at 10½ a. m. ; arrive at Norwich by 12 m.

ROUTE No. 924.

From Norwich to Colchester, 16 miles, and back, three times a week. Proposals for three additional trips will be considered.

Bidders' names.	Sum per annum.
P. C. Child	\$375.
B. Sexton	125 additional for three additional trips. 371, one-horse wagon. 226, three additional weekly trips.
L. L. Child	300, four-horse coach.
E. C. Wheeler	300, four-horse coach; six times a week.
H. K. French	349, four-horse coach; six times a week.
E. C. Wheeler	299, four-horse coach. 250, four-horse coach. 225, four-horse coach; six times a week. <i>Accepted</i> <i>April 25, 1857.</i>
T. H. Brown	248, four-horse coach.
E. Beckwith	200, four-horse coach. 300, six times a week; four-horse coach.
(After time.)	
A. H. Chamberlain	324. 000. 329. 000.

Contract made with E. C. Wheeler, dated April 25, 1857, at \$225 per annum.
Leave Norwich daily, except Sunday, at 2½ p. m.; arrive at Colchester by 6 p. m.
Leave Colchester daily, except Sunday, at 6 a. m.; arrive at Norwich by 9½ a. m.

ROUTE No. 925.

From Allyn's Point, by Norwich, to Worcester, 66 miles, and back, twelve times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Norwich and Worcester Railroad Company.	\$8,000, no guaranty.

Contract negotiated and made with Norwich and Worcester Railroad Company, at \$6,600 per annum, dated June 18, 1857.
(Schedule not reported.)

ROUTE No. 926.

From Allyn's Point to New York, 135 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Norwich and New London Steamboat Company.	\$4,000, steamboats.

Contract negotiated and made with Norwich and New London Steamboat Company, at \$3,000 per annum, dated June 18, 1857.
Leave Allyn's Point daily, except Sunday, at 9½ p. m.; arrive at New York next day by 8 a. m.
Leave New York daily, except Sunday, at 4 p. m.; arrive at Allyn's Point next day by 2½ a. m.

ROUTE No. 927.

From New London to Palmer, Mass., 66 miles, and back, twelve times a week to Willimantic, and six times a week residue, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
New London, Willimantic and Palmer Railroad Company.	\$5,000, railroad cars. <i>Accepted June 8, 1857.</i>

Contract made with New London, Willimantic and Palmer Railroad Company, dated June 8, 1857, at \$5,000 per annum.
(Schedule not reported.)

ROUTE No. 928.

From New London to Stonington, 14 miles, and back, six times a week.
(No bidders.)

Service performed by People's Steamboat Company, at the rate of \$600 per annum.

ROUTE No. 929.

From New London, by Groton, to Stonington, 16 miles, and back, six times a week.

Bidders' names.	Sum per annum.
A. Rockwell.....	\$650, one-horse covered wagon.
P. C. Child.....	525, two-horse coach.
N. Budington.....	412, one-horse wagon. <i>Accepted April 25, 1857.</i>
Contract made with N. Budington, dated April 25, 1857, at \$412 per annum.	
Leave New London daily, except Sunday, at 7 a. m.; arrive at Stonington by 11 a. m.	
Leave Stonington daily, except Sunday, at 1 p. m.; arrive at New London by 5 p. m.	

ROUTE No. 930.

From New London to Colchester, 20 miles, and back, three times a week.

Bidders' names.	Sum per annum.
R. S. White.....	\$700, covered wagon.
B. Sexton	698, one-horse wagon.
P. C. Child	495.
F. H. Brown.....	490, one-horse wagon.
E. Beckwith.....	360, four-horse coach.
L. L. Child	360, four-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time) .	398. 000.

Contract made with L. L. Childs, dated April 25, 1857, at \$360 per annum.

Leave New London Tuesday, Thursday, and Saturday, at 7½ a. m.; arrive at Colchester by 12 m.

Leave Colchester Monday, Wednesday, and Friday, at 11 a. m.; arrive at New London by 3½ p. m.

ROUTE No. 931.

From Stonington to New York, 125 miles, and back, six times a week.

Bidder's name.	Sum per annum.
New Jersey Steam Navigation Company.	\$9,000, first class steamboats.

Contract negotiated and made with New Jersey Steam Navigation Company, at \$7,000 per annum, dated June 18, 1857.

Leave Stonington daily, except Sunday, at 9½ p. m.; arrive at New York next day by 6½ a. m.

Leave New York daily, except Sunday, at 4 p. m.; arrive at Stonington next day by 1½ a. m.

ROUTE No. 932.

From East Haddam to South Lyme, 24 miles, and back, six times a week.

Bidder's name.	Sum per annum.
C. H. Martin.....	\$1,449, wagon.
W. H. Goodseed.....	1,300. 000.
James A. Bill	990, one-horse covered wagon.
	975, one-horse covered wagon.
P. C. Child.....	749. <i>Accepted April 25, 1857.</i>
James A. Bill	775, one-horse covered wagon; end at Lyme.
A. H. Chamberlain, (after time) .	948. 000.

Contract made with P. C. Child, dated April 25, 1857, at \$749 per annum.
Leave East Haddam daily, except Sunday, at 7 a. m.; arrive at South Lyme by 2 p. m.
Leave South Lyme daily, except Sunday, at 7 a. m.; arrive at East Haddam by 2 p. m.

ROUTE No. 933.

From Colchester to East Haddam, 15 miles, and back, six times a week.

Bidders' names.	Sum per annum.
P. C. Child.....	\$450.
F. H. Brown.....	420, one-horse carriage if required.
Bela Sexton.....	371, one-horse wagon.
Wm. H. Goodspeed.....	348. 000.
	288. 000.
Chas. T. Davis.....	285, two-horse carriage or wagon. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain.....	590. 000. (After time.)

Contract made with Charles T. Davis, dated April 25, 1857, at \$285 per annum.
Leave Colchester daily, except Sunday, at 1 p. m.; arrive at Haddam by 4½ p. m.
Leave East Haddam daily, except Sunday, at 7 a. m.; arrive at Colchester by 10½ a. m.

ROUTE No. 934.

From Middletown to the Depot on the New Haven, Hartford, and Springfield railroad, 11 miles, and back, twelve times a week.

No bids.

Service performed by Hartford and New Haven Railroad Company, at \$825 per annum.

ROUTE No. 935.

From Middletown to Portland, 1 mile, and back, six times a week.

Bidders' names.	Sum per annum.
Patrick Conran.....	\$80.
Sylvester Wright.....	80. <i>Accepted April 25, 1857.</i>

Contract made with Sylvester Wright, dated April 25, 1857, at \$80 per annum.
Leave Middletown daily, except Sunday at 1½ p. m.; arrive at Portland by 2 p. m.
Leave Portland daily, except Sunday, at 2½ p. m.; arrive at Middletown by 2 p. m.

ROUTE No. 936.

From Middletown to Saybrook, 29 miles, and back, six times a week.

Bidders' names.	Sum per annum.
B. Montague & S. S. Hall.....	\$975, two-horse coach. <i>Accepted April 25, 1857.</i>
Ira Tillotson.....	700, one-horse carriage or wagon, Middletown to Lyme, as formerly.

Contract made with Montague & Hall, dated April 25, 1857, at \$975 per annum.
Leave Middletown daily, except Sunday, at 2½ p. m.; arrive at Saybrook by 8½ p. m.
Leave Saybrook daily, except Sunday, at 1 p. m.; arrive at Middletown by 7 p. m.

ROUTE No. 937.

From Middletown to East Haddam, 20 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Wm. L. Fowler, jr.....	\$392, one-horse wagon. Points reversed.
Wm. H. Goodspeed.....	380. 000.
Augustus S. Smith.....	338, one-horse covered wagon.
Wm. B. Bingham.....	290, one-horse covered wagon. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain.....	260. (After time.)

Contract made with Wm. B. Bingham, dated April 25, 1857, at \$290 per annum.
Leave Middletown Wednesday and Saturday at 7 a. m.; arrive at East Haddam by 1 p. m.
Leave East Haddam Tuesday and Friday at 7 a. m.; arrive at Middletown by 1 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 938.

From Middletown to Marlboro', 16 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Daniel B. Niles.....	\$260, one-horse carriage.
Henry D. Barrows.....	250, one-horse wagon.
Warren Veazey.....	247, one-horse wagon.
Philo S. Parsons.....	247, one-horse wagon. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain.....	320, 000. (After time.)

Contract made with Philo S. Parsons, dated April 25, 1857, at \$247 per annum.

Leave Middletown Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Marlboro' by 7 p. m.

Leave Marlboro' Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Middletown by 1 p. m.

ROUTE No. 939.

From New Haven to New London, 50 miles, and back, twelve times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department.

No bids.

Contract negotiated and made with New Haven and New London Railroad Company, at \$5,000 per annum, dated October 17, 1857.

ROUTE No. 940.

From New Haven to Springfield, Massachusetts, 63½ miles, and back, twelve times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department; with Sunday night train conveying the Boston and New York mail.

No bids.

Service performed by Hartford and New Haven Railroad Company, at \$17,600 per annum.

ROUTE No. 941.

From New Haven to Northampton, 76 miles, and back, twelve times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department; with a branch from Farmington, by Unionville and Burlington, to Collinsville, 7½ miles, and back, in due connexion.

No bids.

Contract negotiated and made with New York and New Haven Railroad Company, dated September 11, 1857, at \$6,262 50 per annum, from July 1, 1857. Service twice daily, except Sunday.

(Schedule not reported.)

ROUTE No. 942.

From New Haven to New York, 78 miles, and back, twelve times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department; with Sunday night train conveying the Boston and New York mail.

Contract made with New York & New Haven Railroad, dated September 11, 1857, at \$20,900 a year, from July 1, 1857.

(Schedule not reported.)

ROUTE No. 943.

From New Haven to Deep River, 30 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Calvin G. Post.....	\$400, two-horse covered wagon. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	398.

Contract made with Calvin G. Post, dated April 25, 1857, at \$400 per annum.

Leave New Haven Tuesday and Friday at 9 a. m.; arrive at Deep River by 6 p. m.

Leave Deep River Monday and Thursday at 8 a. m.; arrive at New Haven by 5 p. m.

ROUTE No. 944.

From Bridgeport to Winchester, 62½ miles, and back, twelve times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department.

Contract negotiated and made with Naugatuck Railroad Company, dated August 6, 1857, at \$4,650 a year, from July 1, 1857, for twelve times a week service.
(Schedule not reported.)

ROUTE No. 945.

From Bridgeport to State Line, 98 miles and back, six times a week; with a branch from Van Dusenille to Pittsfield, 23 miles, and back, six times a week, in due connexion, and as frequently as cars run if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Housatonic Railroad Company..	\$10,372, railroad.

Contract negotiated and made with Housatonic Railroad Company, dated September 11, 1857, at \$7,186 per annum.
(Schedule not reported.)

ROUTE No. 946.

From Bridgeport to Stepney, 12 miles, and back, twice a week.

Bidders' names.	Sum per annum.
George Bates.....	\$144, two-horse coach when required.
E. Wheeler	93, wagon or carriage.
Robert A. Clark	80, one-horse wagon. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	168.



Contract made with Robert A. Clark, dated April 25, 1857, at \$80 per annum.
Leave Bridgeport Tuesday and Saturday at 12 m.; arrive at Stepney by 4 p. m.
Leave Stepney Tuesday and Saturday at 6 a. m.; arrive at Bridgeport by 10 a. m.

ROUTE No. 947.

From South Norwalk, to Danbury, 23½ miles, and back, six times a week, and as frequently as cars run if required, and by a schedule satisfactory to the department.

Bidder's name.	Sum per annum.
Danbury & Norwalk Railroad Company.	\$2,000. Supply intermediate offices within 80 rods, and employ route agent.

JULY 3, 1857.—Contract negotiated and made with Danbury & Norwalk Railroad Company, at \$1,725 per annum., from July 1, 1857, and company to furnish and pay route agent.
(Schedule not reported.)

ROUTE No. 948.

From Norwalk to Redding Ridge, 15 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Bradley Burr.....	\$125, two-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	298. 000.

Contract made with Bradley Burr, dated April 25, 1857, at \$125 per annum.
Leave Norwalk Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Redding Ridge by 5 p. m.
Leave Redding Ridge Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Norwalk by 10 a. m.

ROUTE No. 949.

From Darien Depot to New Canaan, 6½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
George N. Foot.....	\$185. <i>Accepted April 25, 1857.</i>
A. Brower	190, two-horse coach.
A. H. Chamberlain, (after time)-	260.

Contract made with George N. Foot, dated April 25, 1857, at \$185 per annum. Annulled and contract made with William E. Dunn, at \$185 per annum, dated November 19, 1857, from July 1, 1857.

Leave Darien Depot daily, except Sunday, at 9½ a. m.; arrive at New Canaan by 10½ a. m.

Leave New Canaan daily, except Sunday, at 7½ a. m.; arrive at Darien Depot by 8½ a. m.

ROUTE No. 950.

From Greenwich to Long Ridge, 20½ miles, and back, twice a week.

Bidder's name.	Sum per annum.
Alonzo H. Chamberlain	\$260. (Received after time, May 16.)
Service performed by S. B. Ingersoll from July 1 to August 14.	
Contract made with A. H. Chamberlain, at \$260 per annum, from August 15, 1857.	

ROUTE No. 951.

From Ridgefield to North Stamford, 20 miles, and back, twice a week.

Bidders' names.	Sum per annum.
George Bates.....	\$240, end at Stamford.
Samuel H. Northup	200, end at New Canaan.
Charles Monroe	185, to Stamford. <i>Accepted April 25, 1857.</i>
C. F. Brinkerhoff.....	100, twice a week from Long Ridge by High Ridge and North Stamford, to Stamford, 12 miles.
A. H. Chamberlain, (after time)-	260.

Contract made with Charles Monroe, dated April 25, 1857, at \$185 per annum, transferred to and made with John T. Gilbert, at \$185 per annum, from July 1, 1857.

Leave Ridgefield Tuesday and Friday at 6 a. m.; arrive at North Stamford by 12 m.

Leave North Stamford Tuesday and Friday at 1 p. m.; arrive at Ridgefield by 7 p. m.

ROUTE No. 952.

From Danbury to New Fairfield, 7 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Phineas D. Crosby.....	\$99, one-horse wagon.
George Bates.....	88. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time)-	110.

Contract made with George Bates, dated April 25, 1857, at \$88 per annum.

Leave Danbury Wednesday and Saturday at 3 p. m.; arrive at New Fairfield by 4½ p. m.

Leave New Fairfield Wednesday and Saturday at 5 p. m.; arrive at Danbury by 6½ p. m.

ROUTE No. 953.

From New Milford to Roxbury, 8 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Ed. D. Garlick.....	\$175. 000.
	139. 000.
Charles Beardsley.....	119, one-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time)-	165.

Contract made with Charles Beardsley, dated April 25, 1857, at \$119 per annum.

Leave New Milford Monday, Wednesday, and Friday, at 2 p. m.; arrive at Roxbury by 5 p. m.

Leave Roxbury Monday, Wednesday, and Friday, at 9 a. m.; arrive at New Milford by 11 a. m.

ROUTE No. 954.

From Newton to Southbury, 10 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Lott Fenn.....	\$195 00. 000. If Bennett's bridge is built and route resumed.
James W. Bradley.....	87 50, one-horse wagon, commence at South Britain. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	100 00, when bridge is rebuilt. 195 00.

Contract made with James W. Bradley, dated April 25, 1857, at \$87 50 per annum.
(Schedule not reported.)

ROUTE No. 955.

From Seymour to Hotchkissville, 17 miles, and back, six times a week.

Bidders' names.	Sum per annum.
James W. Bradley.....	\$290, two or four-horse coach. <i>Accepted April 25, 1857.</i>
Lott Fenn.....	369, two-horse coach to Woodbury and one-horse wagon residue.
A. H. Chamberlain, (after time).	670. 000.

Contract made with James W. Bradley, dated April 25, 1857, at \$290 per annum.
Leave Seymour daily, except Sunday, at 11½ a. m.; arrive at Hotchkissville by 3½ p. m.
Leave Hotchkissville daily, except Sunday, at 5½ a. m.; arrive at Seymour by 9½ p. m.

ROUTE No. 956.

From Hotchkissville to Litchfield, 12 miles, and back, three times a week.

Bidders' names.	Sum per annum.
A. W. Mitchell.....	\$300. 000.
Lott Fenn.....	247. 000. <i>Accepted April 25, 1857.</i>
R. C. Beck	150, three times a week, commence at South Farms. 175, six times a week, commence at South Farms.
Richard Turkington.....	125. 000. Commence at South Farms. 150, six times a week.
A. H. Chamberlain, (after time).	240. 000.

Contract made with Lott Fenn, dated April 25, 1857, at \$247 per annum.
Leave Hotchkissville Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Litchfield by 11 a. m.
Leave Litchfield Tuesday, Thursday, and Saturday, at 3 p. m.; arrive at Hotchkissville by 6 p. m.

ROUTE No. 957.

From Waterbury to Providence, R. I., 122½ miles, and back, six times a week, and as frequently as cars run, if required, and by a schedule satisfactory to the department.

Bidders' names.	Sum per annum.
Hartford, Providence, and Fishkill Railroad Company.	\$8,500, railroad cars. <i>Accepted June 8, 1857, including all side supply.</i>
Contract made with Hartford, Providence, and Fishkill Railroad Company, dated June 23, 1857, at \$8,500 per annum. (Schedule not reported.)	

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 958.

From Waterbury to Watertown, 6 miles, and back, six times a week.

Bidders' names.	Sum per annum.
James M. Thomas.....	\$400, two-horse coach, and supply Bethlehem and South Farms three times a week, covering a part of 956.
Myron McNeil.....	200, two-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time)-	258.

Contract made with Myron McNeil, dated April 25, 1857, at 200 per annum.

Leave Waterbury daily, except Sunday, at 1 p. m.; arrive at Watertown by 2½ p. m.

Leave Watertown daily, except Sunday, at 7 a. m.; arrive at Waterbury by 8½ a. m.

ROUTE No. 959.

From Plymouth Hollow to Terryville Depot, 5 miles, and back, six times a week.

Bidders' names.	Sum per annum.
John Catlin.....	\$220, one-horse carriage, or two-horse coach when necessary; commence at Northfield.
Lott Fenn.....	170. 000.
John Catlin.....	105, commence at Northfield.
Edward Dayton.....	50, two-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time)-	198.

Contract made with Edward Dayton, dated April 25, 1857, at \$50 per annum.

Leave Plymouth Hollow daily, except Sunday, at 1 p. m.; arrive at Terryville Depot by 2½ p. m.

Leave Terryville Depot daily, except Sunday, at 3 p. m.; arrive at Plymouth Hollow by 4½ p. m.

ROUTE No. 960.

From Burlington Station to Wolcottville, 15 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Francis M. Hale.....	\$348, two-horse coach. <i>Accepted April 25, 1857.</i>
William Bryant.....	360, two-horse coach.
A. H. Chamberlain, (after time)-	298.

Contract made with Francis M. Hale, dated April 25, 1857, at \$348 per annum.

Leave Burlington Station Monday, Wednesday, and Friday, at 5 p. m.; arrive at Wolcottville by 9 p. m.

Leave Wolcottville Monday, Wednesday, and Friday, at 5 a. m.; arrive at Burlington Station by 9 a. m.

ROUTE No. 961.

From Collinsville to Canaan, 29 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Orson Austin.....	\$495. 000.
William Huggins.....	295, two-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time)-	1,044. 000.

Contract made with William Huggins, dated April 25, 1857, at \$295 per annum.

Leave Collinsville daily, except Sunday, at 5½ p. m.; arrive at Canaan next day by 10 p. m.

Leave Canaan daily, except Sunday, at 2 p. m., or on the arrival of cars; arrive at Collinsville next day by 5½ p. m.

ROUTE No. 962.

From Collinsville to Wolcottville, 12 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William Bryant.....	\$185, two-horse coach. <i>Accepted April 25, 1857.</i>
Francis M. Hale.....	300, two-horse coach.
A. H. Chamberlain, (after time)-	248.

CONTRACTS FOR CARRYING THE MAILS.

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Contract made with William Bryant, dated April 25, 1857, at \$185 per annum.
 Leave Collinsville Monday, Wednesday, and Friday, at 5 p. m.; arrive at Wolcottville by 9 p. m.
 Leave Walcottville Monday, Wednesday, and Friday, at 5 a. m.; arrive at Collinsville by 9 a. m.

ROUTE No. 963.

From Simsbury, by West Granby and Hartland, to West Granville, Mass., 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
George Shepard.....	\$319, six months two-horse coach, six months one-horse wagon or sleigh. 299, schedule proposed.
Stephen Spelman.....	249. 000. <i>Accepted April 25, 1857.</i> 248, 000, meeting express trains both ways by noon. 224, 000, meeting express trains at Granby instead of Simsbury. 188, 000, ending at East Hartland. 164, 000, commencing at East Hartland and end at Granby.
A. H. Chamberlain, (after time).	240.

Contract made with Stephen Spelman, dated April 25, 1857, at \$249 per annum.
 Leave Simsbury Tuesday and Saturday at 10 a. m.; arrive at West Granville by 3 p. m.
 Leave West Granville Monday and Friday at 6 a. m.; arrive at Simsbury by 11 a. m.

ROUTE No. 964.

From North Granby to Granby, 5 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Nelson O. Dibble	\$70, one-horse wagon.
S. Spelman.....	83. 000.

Contract ordered with Nelson O. Dibble, at \$70, from July 14, 1857. Not executed.

ROUTE No. 695.

From Pleasant Valley to New Hartford, 3 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Orson Austin.....	\$78. 000.
Cornwell Doolittle.....	75. 000. <i>Accepted April 25, 1857.</i>

Contract made with Cornwell Doolittle, dated April 25, 1857, at \$75 per annum.
 Leave Pleasant Valley Monday, Wednesday, and Friday, at 6 p. m.; arrive at New Hartford by 7 p. m.
 Leave New Hartford Monday, Wednesday, and Friday, at 7½ p. m.; arrive at Pleasant Valley by 8½ p. m.

ROUTE No. 966.

From Winchester to Lee, 35 miles, and back, six times a week; Tyringham supplied from Lee three times a week.

Bidder's name.	Sum per annum.
David Brown and M. Underhill.	\$2,045, two-horse coach.
Horace Skinner.....	1,150, omitting Tyringham. 100 additional to supply Tyringham. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	1,470. 000.

Contract made with Horace Skinner, dated April 25, 1857, at \$2,250 per annum.
 Leave Winchester daily, except Sunday, at 2 p. m.; arrive at Lee next day by 9 a. m.
 Leave Lee daily, except Sunday, at 7 p. m.; arrive at Winchester next day by 1 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 967.

From Litchfield to Litchfield Railroad Station, 5 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Rufus Smith.....	\$175, two-horse coach.
E. W. Tompkins.....	140. ooo.
William Huggins.....	106, two-horse post-coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time)	198.

Contract made with William Huggins, dated April 25, 1857, at \$106 per annum.
 Leave Litchfield daily, except Sunday, at 6½ a. m.; arrive at Railroad Station by 7½ a. m.
 Leave Railroad Station daily, except Sunday, at 7½ p. m.; arrive at Litchfield by 8½ p. m.

ROUTE No. 968.

From Litchfield to West Cornwall, 16 miles, and back, six times a week. Proposals to terminate route at Cornwall Bridge, instead of West Cornwall, invited.

Bidders' names.	Sum per annum.
Hiram Traver.....	\$550, two-horse coach. 500, end at Cornwall Bridge.
Lott Fenn.....	545. ooo.
George Chamberlain.....	523. ooo.
A. H. Chamberlain, (after time).	594. ooo.
George F. Adams.....	483, two-horse coach, end at Cornwall Bridge. 463, two-horse coach. <i>Accepted April 25, 1857.</i>
James Cochran.....	488, two-horse coach. 580. ooo, end at Cornwall Bridge, embracing Cornwall.

Contract made with George F. Adams, dated April 25, 1857, at \$463 per annum.
 Leave Litchfield daily, except Sunday, at 6 a. m.; arrive at West Cornwall by 9 a. m.
 Leave West Cornwall daily, except Sunday, at 2 p. m.; arrive at Litchfield by 5 p. m.

ROUTE No. 969.

From Litchfield to Kent, 20 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Geo. Hays.....	\$550, one-horse wagon.
Lott Fenn.....	394. ooo. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain.....	470. ooo. (After time.)

Contract made with Lott Fenn, dated April 25, 1857, at \$394 per annum.
 Leave Litchfield Monday, Wednesday, and Friday, at 6 a. m.; arrive at Kent by 11 a. m.
 Leave Kent Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Litchfield by 7 p. m.

ROUTE No. 970.

From Litchfield to New Milford, 20 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Lott Fenn.....	\$350. ooo. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain.....	348. ooo. (After time.)

Contract made with Lott Fenn, dated April 25, 1857, at \$350 per annum.
 Leave Litchfield Monday, Wednesday, and Friday, at 6 a. m.; arrive at New Milford by 11 a. m.
 Leave New Milford Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Litchfield by 7 p. m.

ROUTE No. 971.

From Cornwall Bridge to Sharon, 7 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Hiram Traver.....	\$350, two-horse coach. 300, two-horse coach; West Cornwall to Sharon.

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Bidders' names.	Sum per annum.
Wait Williams.....	340, two-horse coach. 290. West Cornwall to Sharon.
Isaac T. Hoag.....	295, two-horse wagon.
G. Chamberlain.....	293. 000.
Isaac T. Hoag.....	275, two-horse wagon. Sharon to West Cornwall, six times a week, six months.
S. Whitford.....	270, two-horse coach. <i>Accepted April 25, 1857.</i> 260, two-horse coach. Sharon to West Cornwall.
Jas. Cochran.....	250, two-horse coach; commencing at West Cornwall.
A. H. Chamberlain.....	490. To Sharon Station. (After time.) 340. (After time.)

Contract made with L. Whitford, dated April 25, 1857, at \$270 per annum.
Leave Cornwall Bridge daily, except Sunday, at 2 p. m.; arrive at Sharon by 5 p. m.
Leave Sharon daily, except Sunday, at 8 a. m.; arrive at Cornwall Bridge by 10 a. m.

ROUTE No. 972.

From Falls Village to Northeast Station, 12 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Geo. Chamberlain.....	\$470. 000.
John Barnet, jr.....	325, two-horse coach.
H. H. Gilbert.....	319, two-horse coach.
N. McArthur.....	312.
H. H. Gilbert.....	297. No guaranty.
Cephas Brackett.....	290, two-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain.....	444. 000. (After time.)

Contract made with Cephas Brackett, dated April 25, 1857, at \$290 per annum.
Leave Falls Village daily, except Sunday, at 3½ p. m.; arrive at Northeast Station by 6½ p. m.
Leave Northeast Station daily, except Sunday, at 4 a. m.; arrive at Falls Village by 7 a. m.

SPECIAL ROUTES IN CONNECTICUT.

Bethany from Westville, 10 miles, and back, once a week.
Service performed by Justus Peck, at \$20 a year: limited to net proceeds.

Black Rock from Fairfield, 2½ miles, and back, six times a week.
Service performed by David Smith, at \$100 a year: limited to net proceeds.

Bristol Copper Mines from Bristol, 4 miles, and back, twice a week.
Service authorized at \$40 a year: limited to net proceeds.

Canton from Collinsville, 2 miles, and back, six times a week.
Service performed by Clinton Mather, at \$40 a year: limited to net proceeds.

Canton Centre from Collinsville, 4 miles, and back, twice a week.
Service performed by Elizur L. Mills, at \$48 a year: limited to net proceeds.

Chapinville from Salisbury, 4 miles, and back, three times a week.
Service performed by C. E. Botsford, at \$60 a year: limited to net proceeds.

Cornwall from Cornwall Bridge, 3½ miles, and back, six times a week.
Service performed by Grace H. Clark, at \$120 a year: limited to net proceeds.

Cornwall Hollow from West Cornwall, 6½ miles, and back, once a week.
Service performed by Sam'l J. Ford, at \$50 a year: limited to net proceeds.

Darien from Darien Depot, 1½ mile, and back, six times a week.
Service performed by Thos. J. Garland, at \$75 a year: limited to net proceeds.

Easton from Bridgeport, 9½ miles, and back, twice a week.
Service performed by Philo Hall, at \$60 a year: limited to net proceeds.

- Ellington from Rockville, $3\frac{1}{2}$ miles, and back, six times a week.
Service performed by Harvey King, at \$90 a year : limited to net proceeds.
- Enfield from Thompsonville, $2\frac{1}{2}$ miles, and back, six times a week.
Service performed by Jonathan C. Bond, at \$70 a year : limited to net proceeds.
- Gardiner's Lake from Salem, $3\frac{1}{2}$ miles, and back, twice a week.
Service authorized at \$80 a year : limited to net proceeds.
- Glenville from Port Chester, three miles, and back, six times a week.
Service authorized at \$30 a year : limited to net proceeds.
- Greenfield Hill from Southport, 3 miles, and back, six times a week eight months, and three times a week residue of year.
Service performed by Chas. P. Bradley, at \$100 a year : limited to net proceeds.
- Hauk's Hill from Mansfield Centre — miles, and back, three times a week.
Service authorized at \$50 a year : limited to net proceeds.
- Hazardville from Thompsonville, $3\frac{1}{2}$ miles, and back, six times a week.
Service performed by Jonathan C. Bond, at \$50 a year : limited to net proceeds.
- High Ridge from North Stamford, 3 miles, and back, twice a week.
Service performed by J. H. Newman, at \$50 a year : limited to net proceeds.
- Huntington from Derby, 5 miles, and back, twice a week.
Service authorized at \$50 a year : limited to net proceeds.
- Huntsville from Falls Village, $3\frac{1}{2}$ miles, and back, three times a week.
Service performed by Henry E. Netherell, at \$60 a year : limited to net proceeds.
- Lanesville from Housatonic Railroad, $3\frac{1}{2}$ miles, and back, six times a week.
Service performed by Lewis Allen, at \$35 a year : limited to net proceeds.
- Lebanon and Liberty Hill from South Windham, 10 miles, and back, four times a week.
Service authorized at \$250 a year : limited to net proceeds.
- Lisbon from Norwich, 6 miles, and back, three times a week.
Service performed by Jas. W. Batchelder, at \$75 a year : limited to net proceeds.
- Mashapang from Southbridge, 8 miles, and back, once a week.
Service performed by Marcus Vinton, at \$39 a year : limited to net proceeds.
- Middlebury from Waterbury, five miles, and back, twice a week.
Service performed by Nelson Smith, at \$50 dollars a year : limited to net proceeds.
- Millplain from Danbury, five miles, and back, twice a week.
Service performed by B. St. John, at \$100 a year : limited to net proceeds.
- Monroe from Stepney Depot, four miles, and back, three times a week.
Service performed by David Beach, at \$75 a year : limited to net proceeds.
- Montville and Uncasville from Railroad Depot, three miles, and back, twelve times a week.
Service performed by Henry Gay, at \$150 a year : limited to net proceeds.
- Mount Hope from Mansfield Centre, $5\frac{1}{2}$ miles, and back, once a week.
Service authorized at \$30 a year : limited to net proceeds.
- Noank from Mystic Bridge, 2 miles, and back, three times a week.
Service performed by Wm. Newbury, at \$65 a year : limited to net proceeds.
- Northfield from Plymouth Hollow, $3\frac{1}{2}$ miles, and back, three times a week.
Service authorized at \$30 a year : limited to net proceeds.
- North Goshen from Goshen, 4 miles, and back, once a week.
Service performed by O. M. Humphrey, at \$60 a year : limited to net proceeds.
- North Killingly from Pomfret Depot, — miles, and back, twice a week.
Service authorized at \$25 a year : limited to net proceeds.
- North Norfolk from Norfolk, 5 miles, and back, twice a week.
Service performed by Fred. A. Spaulding, at \$50 a year : limited to net proceeds.
- North Somers from Somers, 2 miles, and back, three times a week.
Service performed by Jas. M. Kibbe, at \$30 a year : limited to net proceeds.
- North Wilton from Wilton Depot, 4 miles, and back, six times a week.
Service performed by Benjamin Whitney, at \$45 a year : limited to net proceeds.

Orange from New Haven, 6 miles, and back, three times a week.
Service authorized at \$30 a year: limited to net proceeds.

Poquannock Bridge from Groton, 5 miles, and back, six times a week.
Service performed by Nathan Budington, at \$20 a year: limited to net proceeds.

Prospect from Railroad Depot, 4 miles, and back, twice a week.
Service authorized at \$34 a year: limited to net proceeds.

Ridgbury from Danbury, 5 miles, and back, once a week.
Service authorized at \$50 a year: limited to net proceeds.

Sherman from New Milford, 6 miles, and back, twice a week.
Service authorized at \$60 a year: limited to net proceeds.

South Manchester from Manchester Station, 2½ miles, and back, twelve times a week.
Service performed by Chauncey B. Knox, at \$150 a year: limited to net proceeds.

South Norfolk from Norfolk, 4½ miles, and back, three times a week.
Service performed by Henry Pendleton, at \$75 a year: limited to net proceeds.

Southville from Newtown, 5½ miles, and back, three times a week.
Service performed by Henry Smith, at \$75 a year: limited to net proceeds.

Square Pond from West Stafford, 3 miles, and back, three times a week.
Service performed by Wm. Slater, at \$25 a year: limited to net proceeds.

Staffordville and Stafford from Stafford Springs, 5 miles, and back, six times a week.
Service performed by F. D. Johnson, at \$190 a year: limited to net proceeds.

Suffield from Windsor Locks, 4 miles, and back, six times a week.
Service performed by Wm. H. Prout, at \$148 a year: limited to net proceeds.

Torrington from Wolcottville, 2½ miles, and back, six times a week.
Service performed by A. W. Cowles, at \$62 40 a year: limited to net proceeds.

Union from Stafford Springs, 4 miles, and back, once a week.
Service authorized at \$50 a year: limited to net proceeds.

Washington from New Milford, 7 miles, and back, three times a week.
Service performed by Noble O. Bunnell, at \$150 a year: limited to net proceeds.

West Avon from Avon, 2½ miles, and back, three times a week.
Service performed by Carlos C. Day, at \$40 a year: limited to net proceeds.

West Stafford from Stafford Springs, 5 miles, and back, three times a week.
Service performed by Zenas Fairfield, at \$50 a year: limited to net proceeds.

Westville from New Haven, 3 miles, and back, six times a week.
Service performed by George B. Rowe, at \$125 a year: limited to net proceeds.

Winchester Centre from Winchester, 5 miles, and back, four times a week.
Service authorized at \$79 a year: limited to net proceeds.

Wolcot from Waterbury, 6 miles, and back, once a week.
Service authorized at \$25 a year: limited to net proceeds.

Zoar's Bridge from Derby, 8 miles, and back, once a week.
Service performed by Charles Smith, at \$30 a year: limited to net proceeds.

STATE OF NEW YORK.

ROUTE No. 1001.

From New York to Dunkirk, 460 miles, and back, three times a day; two of the daily trips omitting Sunday service; two of the daily trips also to omit all offices at which the express trains do not stop.

(No bids.) Service performed by New York and Erie Railroad Company at \$92,772 per annum.

ROUTE No. 1002.

From New York to Albany, 144 miles, and back, three times a day; two of the daily trips omitting Sunday service; also, two of the daily trips to omit all offices at which the express trains do not stop.

(No bids.) Service performed by Hudson River Railroad Company at \$32,400 per annum.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1003.

From New York to Chatham Four Corners, 130½ miles, and back, six times a week.
(No bids.) Service performed by Harlem Railroad Company at \$5,593 per annum.

ROUTE No. 1004.

From New York to Manhasset, 18 miles, and back, three times a week.
Bids for six trips a week invited.

Bidders' names.	Sum per annum.	
Charles H. Hunt	\$800. 000.	Six times a week.
	700. 000.	
Charles H. Cornell.....	300, six times a week; steamboat and two-horse stage.	Accepted April 25, 1857.

Contract made with Charles H. Cornell, dated April 25, 1857, at \$300 per annum.
Leave New York daily, except Sunday, at 3 p. m.; arrive at Manhasset by 6 p. m.
Leave Manhasset daily, except Sunday, at 6½ a. m.; arrive at New York by 10 a. m.

ROUTE No. 1005.

From New York to Flushing, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.	
James Cushing.....	\$1,000, horse and carriage.	
George Foster.....	440. 000.	Accepted April 25, 1857.

Contract made with George Foster, dated April 25, 1857, at \$440 per annum.
Leave New York daily, except Sunday, at 3 p. m.; arrive at Flushing by 5 p. m.
Leave Flushing daily, except Sunday, at 8 a. m.; arrive at New York by 10 a. m.

ROUTE No. 1006.

From New York to Port Richmond, 13 miles, and back, six times a week.

Bidders' names.	Sum per annum.	
John Reamer.....	\$1,000, horse and sulky.	
William Cubberly.....	850, one-horse wagon.	
John Laforge, jr.....	800, horse and wagon.	
Jacob B. Decker.....	800, horse and wagon.	
William Cubberly	750. 000.	Accepted April 25, 1857.
John E. Lamb	180, two good horses.	} No guaranty.
	225, daily.	
Alonzo H. Chamberlain	470. (After time.)	

Contract made with William Cubberly, dated April 25, 1857, at \$750 per annum.
Leave New York daily, except Sunday, at 11 a. m.; arrive at Port Richmond by 2 p. m.
Leave Port Richmond daily, except Sunday, at 6 a. m.; arrive at New York by 9 a. m.

ROUTE No. 1007.

From Brooklyn to Greenport, 98 miles, and back, six times a week; with six additional weekly trips as far as Yaphank in summer, and Farmingdale in winter.

Proposals for mail-messenger service between New York and Brooklyn, to connect with this route, invited.

Bidder's name.	Sum per annum.	
Long Island Railroad Company.	\$8,000, six times a week, and six trips additional to Hempstead and Jamaica.	} No guaranty.
	2,000, mail-messenger service.	

July 23, 1857, contract negotiated and made with Long Island Railroad Company at \$8,225 per annum, including mail-messenger service between New York and Brooklyn, and for six additional weekly trips to Hempstead and Yaphank during about eight months of the year; to take effect from July 1, 1857.

Leave Brooklyn daily, except Sunday, at 10 a. m.; arrive at Greenport by 3 p. m.
Leave Greenport daily, except Sunday, at 10 a. m.; arrive at Brooklyn by 3 p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 1008.

From Brooklyn to Fort Hamilton, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Peter L. Bennett	\$782 50, one-horse wagon.
Andrew Cropsey	700 00, one-horse vehicle. <i>Accepted April 25, 1857.</i>
Contract made with Andrew Cropsey, dated April 25, 1857, at \$700 per annum.	
Leave Brooklyn daily, except Sunday, at 5 p. m. ; in winter at 4 p. m. ; arrive at Fort Hamilton by 7 p. m. ; in winter by 6 p. m.	
Leave Fort Hamilton daily, except Sunday, at 6½ a. m. ; in winter at 8 a. m. ; arrive at Brooklyn by 8½ a. m. ; in winter by 10 a. m.	

ROUTE No. 1009.

From Jamaica to Rockaway, 11 miles, and back, six times a week from May 1 to November 1 ; residue of year tri-weekly.

Bidders' names.	Sum per annum.
Wm. Curtis, Henry Hetz, and John H. Curtis.	\$300, two-horse coach, schedule proposed. <i>Accepted April 25, 1857.</i>

Contract made with William Curtis, Henry Hetz, and John H. Curtis, dated April 25, 1857, at \$300 per annum.

Schedule from June 1 to October 1.

Leave Jamaica daily, except Sunday, at 10 a. m. ; arrive at Rockaway by 1 p. m.
Leave Rockaway daily, except Sunday, at 6 a. m. ; arrive at Jamaica by 9 a. m.

Schedule from October 1 to June 1.

Leave Jamaica Monday, Wednesday, and Friday, at 3 p. m. ; arrive at Rockaway by 6 p. m.
Leave Rockaway Monday, Wednesday, and Friday, at 7 a. m. ; arrive at Jamaica by 10 a. m.

ROUTE No. 1010.

From Hempstead Depot to Glen Cove, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Richard W. Smith	\$475. 000.
John Charlick	375. 000. (In such manner as department shall designate.) <i>Accepted April 25, 1857.</i>

Contract made with John Charlick, dated April 25, 1857, at \$375 per annum.

Leave Hempstead Depot daily, except Sunday, at 11½ a. m. ; arrive at Glen Cove by 1½ p. m.
Leave Glen Cove daily, except Sunday, at 8½ a. m. ; arrive at Hempstead Depot by 10½ a. m.

ROUTE No. 1011.

From Hicksville to Fresh Pond, 17 miles, and back, six times a week to Huntington, and twice a week the residue.

Bids embracing tri-weekly trips on the part beyond Huntington invited.

Bidders' names.	Sum per annum.
John B. Howard	\$575 00, two-horse coach to Roslyn ; one-horse coach residue.
Henry K. Skudder	625 50, two-horse carriage to Huntington ; one-horse sulky residue. No guaranty.
Richard W. Smith	595 00. 000.
Platt Rogers and Jesse Conklin.	350 00, two-horse stage to Huntington ; residue sulky or wagon. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Jos. S. Lewis	\$320 00, one-horse wagon. End at Huntington.
H. K. Skudder.....	195 00, sulky three times a week. Commence at Huntington. No guaranty.
Jos. S. Lewis	175 00, six times a week between Huntington and Northport, and twice a week thence to Fresh Pond; horse and wagon.
	112 50 for three times a week on part from Huntington to Northport, and twice a week from Northport to Fresh Pond; horse and wagon.

Contract made with Platt Rogers and Jesse Conklin, dated April 25, 1857, at \$350 per annum.

Leave Hicksville daily, except Sunday, at 11 a. m.; arrive at Huntington by 1½ p. m.

Leave Huntington Tuesday and Friday at 2 p. m.; arrive at Fresh Pond by 4 p. m.

Leave Fresh Pond Tuesday and Friday at 5½ a. m.; arrive at Huntington by 7½ a. m.

Leave Huntington daily, except Sunday, at 8 a. m.; arrive at Hicksville by 10 a. m.

ROUTE No. 1012.

From Hicksville to Oyster Bay, 8 miles, and back, six times a week.

Bidders' names.	Sum per annum.
John M. Sammis	\$400, covered vehicle.
Richard W. Smith.....	399. 000. <i>Accepted April 25, 1857.</i>

Contract made with Richard W. Smith, dated April 25, 1857, at \$399 per annum.

Leave Hicksville daily, except Sunday, at 11½ a. m.; arrive at Oyster Bay by 1½ p. m.

Leave Oyster Bay daily, except Sunday, at 8½ a. m.; arrive at Hicksville by 10½ a. m.

ROUTE No. 1013.

From Farmingdale Depot to Jerusalem South, 9 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Richard W. Smith.....	\$393. 000.
Gilbert C. Vandewater	350, 000, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Gilbert C. Vandewater, dated April 25, 1857, at \$350 per annum.

Leave Farmingdale Depot daily, except Sunday, at 12 m.; arrive at Jerusalem South by 2 p. m.

Leave Jerusalem South daily, except Sunday, at 9 a. m.; arrive at Farmingdale Depot by 11 a. m.

Winter schedule.

Leave Farmingdale Depot daily, except Sunday, at 5½ p. m.; arrive at Jerusalem South by 7½ p. m.

Leave Jerusalem South daily, except Sunday, at 9 a. m.; arrive at Farmingdale Depot by 11 a. m.

ROUTE No. 1014.

From Deer Park to Commack, 15 miles, and back, six times a week.

West Hills to be supplied only on Tuesday and Friday.

Bidders' names.	Sum per annum.
Shelden Hubbell	\$561. 000.
Abel C. Vail.....	170, stage.
Samuel Brown	150, two-horse coach.
Abel C. Vail.....	145, two-horse stage. <i>Accepted April 25, 1857.</i>

Contract made with Abel C. Vail, dated April 25, 1857, at \$145 per annum.

CONTRACTS FOR CARRYING THE MAILS.

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Leave Deer Park daily, except Sunday, at 11 m ; arrive at Commack by 3½ p. m.
Leave Commack daily, except Sunday, at 7 a. m.; arrive at Deer Park by 10½ a. m.

ROUTE No. 1015.

From Suffolk Station to Setauket, 15 miles, and back, six times a week.

Bidders' names.	Sum per annum.
John Elderkin	\$200, two-horse stage.
Jesse L'Hommedieu.....	200, two-horse stage. <i>Accepted April 25, 1857.</i>

Contract made with Jesse L'Hommedieu, dated April 25, 1857, at \$200 per annum.
Leave Suffolk Station daily, except Sunday, at 12 m.; arrive at Setauket by 3 p. m.
Leave Setauket daily, except Sunday, at 8 a. m.; arrive at Suffolk Station by 11 a. m.

ROUTE No. 1016.

From Medford Station to Patchogue, 4 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Richard E. Foster	\$95, one-horse wagon.
Shelden Hubbell	91, sulky.
Jno. S. Soper and Jas. W. Sell..	60, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with John S. Soper and James W. Sell, dated April 25, 1857, at \$60 per annum.

Leave Medford Station daily, except Sunday, at ½ p. m.; arrive at Patchogue by 1½ p. m.
Leave Patchogue daily, except Sunday, at 9½ a. m.; arrive at Medford Station by 10½ a. m.

ROUTE No. 1017.

From Bell Port Station to Fire Place, 8 miles, and back, six times a week to Bell Port, and twice a week the residue.

Bidders' names.	Sum per annum.
Briant N. Overton.....	\$335, two-horse coach.
Shelden Hubbell	274. 000.
Robert Hawkins.....	170, two-horse stage. <i>Accepted April 25, 1857.</i>

Contract made with Robert Hawkins, dated April 25, 1857, at \$170 per annum.

Leave Bell Port Station daily, except Sunday, at 1 p. m.; arrive at Bell Port by 2 p. m., and at Fire Place Tuesday and Friday by 3 p. m.

Leave Fire Place Tuesday and Friday at 8 a. m.; arrive at Bell Port by 9 a. m., and at Bell Port Station daily, except Sunday, by 10½ a. m.

ROUTE No. 1018.

From Waverly Station to Miller's Place, 15 miles, and back, three times a week, with connecting side supply of Coram from Selden.

Bidders' names.	Sum per annum.
Richard W. Smith	\$595, two-horse coach. 500, one-horse wagon.
	474. 000. <i>Accepted April 25, 1857.</i>
Alfred Davis	40, Selden to Coram.

Contract made with Richard W. Smith, dated April 25, 1857, at \$474 per annum.

Leave Waverly Station Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Miller's Place by 4½ p. m.

Leave Miller's Place Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Waverly Station by 10½ a. m.

The mail for Coram to leave Selden on the same days at 2½ p. m., and return by 4 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1019.

From Yaphank Station to East Moriches, 11 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Shelden Hubbell	\$340. 000.
Ketchum Chichester	250, two-horse stage.
Gilbert B. Miller	200, two-horse stage. <i>Accepted April 25, 1857.</i>

Contract made with Gilbert B. Miller, dated April 25, 1857, at \$200 per annum.

Leave Yaphank Station Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at East Moriches by 4 p. m.

Leave East Moriches Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Yaphank Station by 10 a. m.

ROUTE No. 1020.

From River Head to Speonk, 15 miles, and back, three times a week, with three additional weekly trips to Quogue from 20th of June to 20th of September.

Bidders' names.	Sum per annum.
Shelden Hubbell	\$398. 000.
Silas S. Terry and Joshua L. Wells	130, one-horse carriage.
Samuel Griffin	80. 000.
John Corwin	74, stages. <i>Accepted April 25, 1857.</i>

Contract made with John Corwin, dated April 25, 1857, at \$74 per annum.

Leave River Head Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Speonk by 6 p. m.

Leave Speonk Tuesday, Thursday, and Saturday, at 6½ p. m.; arrive at River Head by 10 p. m.

ROUTE No. 1021.

From River Head to Good Ground, 9½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
Shelden Hubbell	\$250. 000.
Silas S. Terry and Joshua L. Wells	130, one-horse carriage.
Samuel Griffin	120. 000. <i>Accepted April 25, 1857.</i>
Silas S. Terry and Joshua L. Wells	100, twice a week.
John Corwin	194, one-horse wagon.

Contract made with Samuel Griffin, dated April 25, 1857, at \$120 per annum.

Leave River Head Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Good Ground by 4½ p. m.

Leave Good Ground Tuesday, Thursday, and Saturday, at 5 p. m.; arrive at River Head by 7½ p. m.

ROUTE No. 1022.

From River Head to Wading River, 10 miles, and back, twice a week, with the privilege of supplying Wading River from Manorville.

Bidders' names.	Sum per annum.
John Corwin	\$208.
Samuel Griffin	90. 000. <i>Schedule proposed.</i>
Silas S. Terry and Joshua L. Wells	80, horse and carriage; <i>schedule changed.</i>
Benjamin Homan	125, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Benjamin Homan, dated April 25, 1857, at \$125 per annum.

Leave River Head Wednesday and Saturday at 2 p. m.; arrive at Wading River by 4½ p. m.

Leave Wading River Wednesday and Saturday at 7½ a. m.; arrive at River Head by 10 a. m.

ROUTE No. 1023.

From Greenport to South Hampton, 24 miles, and back, six times a week.

Bidders' names.	Sum per annum.
John Corwin	\$2, 185.
E. V. Homan	1, 800, stage and steamer. <i>Accepted April 25, 1857.</i>

Contract made with E. V. Homan, dated April 25, 1857, at \$1,800 per annum.
 Leave Greenport daily, except Sunday, at 3 p. m.; arrive at South Hampton by 8 p. m.
 Leave South Hampton daily, except Sunday, at 3½ a. m.; arrive at Greenport by 9 a. m.

ROUTE No. 1024.

From Tompkinsville to Bentley, 20 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Benjamin O. Lytle	\$900, gig; no certificate.
Joseph Androvatt	875, one-horse wagon, sulky; sleigh in winter.
Abraham Latourette	850, two-horse wagon. <i>Accepted April 25, 1857.</i>
Isaac Butler	900, sulky.
A. H. Chamberlain, (after time).	840.

Contract made with Abraham Latourette, dated April 25, 1857, at \$850 per annum.
 Leave Tompkinsville daily, except Sunday, at 12 m.; arrive at Bentley by 3½ p. m.
 Leave Bentley daily, except Sunday, at 4 a. m.; arrive at Tompkinsville by 7½ a. m.

Schedule for winter.

Leave Tompkinsville daily, except Sunday, at 11½ a. m.; arrive at Bentley by 3 p. m.
 Leave Bentley daily, except Sunday, at 4½ p. m.; arrive at South Side by 6 p. m.
 Leave South Side daily, except Sunday, at 5½ a. m.; arrive at Tompkinsville by 7½ a. m.

ROUTE No. 1025.

From Nyack to Clarkston, 8 miles, and back, six times a week.

Bids to start at Tarrytown, 4 miles further, with privilege of starting at Piermont when navigation is closed, will be considered.

Bidders' names.	Sum per annum.
Thomas B. Wandle	\$400, by steam or row boat, Tarrytown to Nyack, during navigation, and, after close of navigation, by stage from Piermont to Nyack, thence to Clarkston.
Thomas Acker	280, one or three-horse stage; extend to Tarrytown, steamboat during navigation.
Garret A. Demarest	100, two-horse coach. 130, commence at Tarrytown, 4 miles further, with privilege to commence at Piermont when navigation is closed.
Peter D. W. Smith	75, two-horse coach.
John H. Stephens	50. ooo. <i>Accepted April 25, 1857</i>
A. H. Chamberlain, (after time).	320. ooo.

Contract made with John H. Stephens, dated April 25, 1857, at \$50 per annum.
 Leave Nyack daily, except Sunday, at 5½ p. m.; arrive at Clarkstown by 7½ p. m.
 Leave Clarkstown daily, except Sunday, at 5½ a. m.; arrive at Nyack by 7½ a. m.

ROUTE No. 1026.

From Sufferns to Piermont, 18 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Samuel Allen	\$1, 700.
Wandle & Westervelt	750, railroad, or horse and coach.

Service performed by New York and Erie Railroad Company. (See No. 1001.)

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1027.

From Kensico Depot to North Castle, 9 miles, and back, three times a week.
Proposals to run six trips a week are invited.

Bidders' names.	Sum per annum.
Hiram Finch.....	\$143 00, two-horse stage-coach, six times a week. 78 00, two-horse stage-coach; schedule proposed. 93 60, two-horse coach. <i>Accepted April 25, 1857.</i> 124 80, six times a week; coach. 78 00. Schedule changed.
A. H. Chamberlain, (after time.)	180 00.

Contract made with Hiram Finch, dated April 25, 1857, at \$93 60 per annum.
Leave Kensico Depot Monday, Wednesday, and Friday, at 10½ a. m.; arrive at North Castle by ½ p. m.
Leave North Castle Monday, Wednesday, and Friday, at 6 a. m.; arrive at Kensico Depot by 9 a. m.

ROUTE No. 1028.

From Katonah to South Salem, 8 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Seth S. Hoyte.....	\$185, one or three-horse coach.
Samuel H. Northrup.....	160. Extend to Lewisboro'; schedule changed. <i>Accepted April 25, 1857.</i> 310, six times a week. Extend to Lewisboro'.
Erastus E. Bouton.....	160, one-horse coach. 285, six times a week. 125, omit Boutonville. 250, omit Boutonville; six times a week. 160, one-horse covered wagon.
A. H. Chamberlain, (after time.)	170. 000.

Contract made with Erastus E. Bouton, dated April 25, 1857, at \$160 per annum.
Leave Katonah Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Lewisboro' by 1 p. m.
Leave Lewisboro' Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Katonah by 9 a. m.

ROUTE No. 1029.

From Purdy's Station to North Salem, 5 miles, and back, three times a week.
Bids for six trips a week will be considered.

Bidders' names.	Sum per annum.
Aaron M. Rud.....	\$300, two-horse coach. 350, six times a week.
Chas. Monroe.....	225, end at Ridgefield.
Daniel B. Lockwood.....	148, two-horse coach.
Hart Crosby	100. <i>Accepted April 25, 1857.</i> 150, six times a week.
A. H. Chamberlain, (after time.)	120. 000. 210, 000, six times a week.

Contract made with Hart Crosby, dated April 25, 1857, at \$100 per annum.
Leave Purdy's Station Tuesday, Thursday, and Saturday, at 10½ a. m.; arrive at North Salem by 12 m.
Leave North Salem Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Purdy's Station by 9½ a. m.

ROUTE No. 1030.

From Peekskill to Carmel, 18 miles, and back, twice a week; with four additional weekly trips between Mahopac and Carmel from 1st of July to 1st of September.

Bidders' names.	Sum per annum.
Jas. J. Smalley.....	\$223, one-horse covered carriage.
Fred. B. Brown.....	200, one-horse carriage.
David Lockwood.....	190, one-horse wagon.
	188, two-horse coach.
Edwin Fowler.....	168, two-horse stages. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	280. 000.

Contract made Edwin Fowler, dated April 25, 1857, at \$168 per annum.

Leave Peekskill Tuesday and Saturday at 1 p. m.; arrive at Carmel by 6 p. m.

Leave Carmel Tuesday and Saturday at 7 a. m.; arrive at Peekskill by 11 a. m.

ROUTE No. 1031.

From Peekskill to Croton Falls, 17 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Hopps.....	\$250, two-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	348. 000.

Contract made with John Hopps, dated April 25, 1857, at \$250 per annum.

Leave Peekskill Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Croton Falls by 6 p. m.

Leave Croton Falls Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Peekskill by 12 m.

ROUTE No. 1032.

From Newburgh to Chester, 19 miles, and back, six times a week.

(No bids.)

Service performed by New York and Erie Railroad Company, at \$814 per annum.

ROUTE No. 1033.

From Newburgh to Middle Hope, 4 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. & J. J. Whited.....	\$125. 000.
A. H. Chamberlain, (after time).	65. 000.
(Not let.)	

ROUTE No. 1034.

From Newburgh to New Paltz, 23 miles, and back, three times a week.

Bidders' names.	Sum per annum.
J. & J. J. Whited.....	\$675. 000.
George Frear.....	450.
John Lockhard.....	400. No guaranty.
James Ferdon.....	399, one-horse wagon. <i>Accepted April 25, 1857.</i>
James H. Brown.....	375, 000. (Schedule changed, and bid informal.)
A. H. Chamberlain, (after time).	470. 000.

Contract made with James Ferdon, dated April 25, 1857, at \$399 per annum.

Leave Newburgh Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at New Paltz by 7 p. m.

Leave New Paltz Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Newburgh by 12 m.

ROUTE No. 1035.

From Newburgh to Bloomingburgh, 23 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Halstead Sweet.....	\$700, two-horse stage during November; sulky and wagon residue.
William D. Fuller.....	674, two-horse coach. <i>Accepted April 25, 1857.</i>
J. & J. J. Whited.....	1,190, two-horse stage.
	975, two-horse stage. (Schedule changed.)
A. H. Chamberlain, (after time.)	890. 000.

CONTRACTS FOR CARRYING THE MAILS.

Accepted bidder having failed to commence service, contract made with Halstead Sweet, dated July 17, 1857, at \$700 per annum.

Leave Newburgh daily, except Sunday, at 11 a. m.; arrive at Bloomingburgh by 6 p. m.

Leave Bloomingburgh daily, except Sunday, at 8 a. m.; arrive at Newburgh by 3 p. m.

ROUTE No. 1036.

From Newburgh to Ellenville, 33 miles, and back, six times a week to Walden, and tri-weekly the residue. Proposals to run all the route daily, except Sunday, are invited.

Bidders' names.	Sum per annum.
J. & J. J. Whited	\$1,500, four-horse coach. 1,290, two-horse coach.
William D. Fuller	1,074, four-horse coach daily all the way. <i>Accepted April 25, 1857.</i> 974, four-horse coach to Walden; two-horse coach residue.
Halstead Sweet.....	936. 000, sulky or wagon. 816, two-horse coach to Walden; schedule changed.
<i>After time.</i>	
A. H. Chamberlain	898. 000. 1,395, six times a week over whole route.

Acceptee failing to execute contract, contract made with John Whited, dated August 6, 1857, at \$1,074 per annum, to take effect from July 1, 1857.

Leave Newburgh daily, except Sunday, at 11½ a. m.; arrive at Ellenville by 7½ p. m.

Leave Ellenville daily, except Sunday, at 8 a. m.; arrive at Newburgh by 4 p. m.

ROUTE No. 1037.

Route from Walden to New Hurley, 7 miles, and back, twice a week. Bids for three trips a week will be considered.

Bidders' names.	Sum per annum.
Daniel Forbush	\$195, three time a week. (Schedule reversed.) <i>Accepted April 25, 1857.</i>
<i>After time.</i>	
A. H. Chamberlain	140. 000. 180, three times a week.

Contract made with Daniel Forbush, dated April 25, 1857, at \$195 per annum.

Leave Walden Monday, Wednesday, and Friday, at 2 p. m.; arrive at New Hurley by 4 p. m.

Leave New Hurley Monday, Wednesday, and Friday, at 11 a. m.; arrive at Walden by 1 p. m.

ROUTE No. 1038.

From Fishkill Landing to Stormville, 15 miles, and back, twelve times a week to Fishkill, and six times a week the residue.

Bidder's name.	Sum per annum.
J. & J. J. Whited.....	\$1,275. 000.
Daniel B. Lockwood	774, two-horse coach.
William M. Horten.....	500, two-horse wagon.
Norris Baxter.....	440, two-horse coach, from Fishkill by Johnsville, East Fishkill, to Stormville, and back by Adriance, Swartwoutville to Fishkill. Route as advertised cannot be run. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time.)	798. 000.

Contract made with Norris Baxter, dated April 25, 1857, at \$440 per annum.

Leave Fishkill Landing daily, except Sunday, at 10½ a. m. and 6½ p. m.; arrive at Fishkill by 11½ a. m. and 7½ p. m.

CONTRACTS FOR CARRYING THE MAILS.

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Leave Fishkill daily, except Sunday, at $\frac{1}{2}$ p. m.; arrive at Stormville by $2\frac{1}{2}$ p. m.
 Leave Stormville daily, except Sunday, at 3 p. m.; arrive at Fishkill by 5 p. m.
 Leave Fishkill daily, except Sunday, at 8 a. m. and 5 p. m.; arrive at Fishkill Landing
 by 9 a. m. and 6 p. m.

ROUTE No. 1039.

From Fishkill to Carmel, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Norris Baxter	\$156, one-horse wagon. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time.)	124. 000.

Contract made with Norris Baxter, dated April 25, 1857, at \$156 per annum.
 Leave Fishkill Tuesday at 6 a. m.; arrive at Carmel by 11 a. m.
 Leave Carmel Tuesday at 12 m.; arrive at Fishkill by 5 p. m.

ROUTE No. 1040.

From Poughkeepsie to Bloomingburgh, 37 miles, and back, six times a week to New Paltz, and tri-weekly the residue.

Bidders' names.	Sum per annum.
J. & J. J. Whited	\$1,450. 000.
John C. Dye	1,200, one-horse carriage.
George Frear	1,000.
Anthony Crispell	980.
Aaron Deyo	975.
Cornelius Ivory	945, one-horse wagon.
James Van Wagener	930. 000.
Clinton Hasbrouck	793, one-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time.)	990. 000.

Contract made with Clinton Hasbrouck, dated April 25, 1857, at \$793 per annum.
 Leave Poughkeepsie daily, except Sunday, at $\frac{1}{2}$ p. m.; arrive at New Paltz by 3 p. m.
 Leave New Paltz Monday, Wednesday, and Friday, at 8 a. m.; arrive at Bloomingburgh
 by 2 p. m.
 Leave Bloomingburgh Tuesday, Thursday, and Saturday, at 8 m.; arrive at New Paltz
 by 2 p. m.
 Leave New Paltz daily, except Sunday, at 9 a. m.; arrive at Poughkeepsie by $11\frac{1}{2}$ a. m..

ROUTE No. 1041.

From Poughkeepsie to Pawlings, 23 miles, and back, three times a week.
 Bids for six trips a week are invited.

Bidders' names.	Sum per annum.
E. J. Haviland	\$730, two-horse coach, six times a week.
Isaiah McKibben	437, two-horse coach.
	700, six times a week.
Charles H. Fitchett	500, two-horse coach.
William E. Dorland	422, two-horse coach.
E. J. Haviland	320, two-horse conveyance.
Hymnzle Brown	294. 000.
	285. 000. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time.)	448. 000.
	940, six times a week.

Contract made with Hymnzle Brown, dated April 25, 1857, at \$285 per annum.
 Leave Poughkeepsie Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Pawlings
 by 5 p. m.
 Leave Pawlings Monday, Wednesday, and Friday, at 9 a. m.; arrive at Poughkeepsie by
 3 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1042.

From Poughkeepsie to Patterson, 27 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Joseph D. Sparks	\$750, two-horse coach.
Daniel B. Lockwood	500, two-horse coach.
Isaiah McKibbin.....	490, two-horse coach six times a week ; end at Stormville.
	460, two-horse coach.
Daniel Wickes	450, one-horse conveyance.
Charles H. Fitchett	450, two-horse carriage.
Daniel Wickes.....	400, one-horse conveyance six times a week ; end at Stormville.
George Bates.....	386, two-horse coach. <i>Accepted April 25, 1857.</i>
Joseph D. Sparks.....	375, one-horse wagon, six times a week ; end at Stormville.
A. H. Chamberlain, (after time.)	498. 000.
	498, six times a week ; end at Stormville.

Contract made with George Bates, dated April 25, 1857, at \$386 per annum.

Leave Poughkeepsie Tuesday, Thursday, and Saturday, at six a. m. ; arrive at Patterson by 2 p. m.

Leave Patterson Monday, Wednesday, and Friday, at 11 a. m. ; arrive at Poughkeepsie by 7 p. m.

ROUTE No. 1043.

From Poughkeepsie to South Dover, 23 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Wm. M. Wait.....	\$270.
H. Brown	270. 000.
John N. Emigh	210. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time.)	298. 000.

Contract made with John N. Emigh, dated April 25, 1857, at \$210 per annum.

Leave Poughkeepsie Wednesday and Saturday at 8 a. m. ; arrive at South Dover by 2 p. m.

Leave South Dover Tuesday and Friday at 8 a. m. ; arrive at Poughkeepsie by 2 p. m.

ROUTE No. 1044.

From Poughkeepsie to South Amenia, 33 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Wm. E. Dorland	\$900, two-horse coach.
Isaiah McKibben	815, two-horse coach to Amenia ; residue horse.
Charles H. Fitchett	800, two-horse coach. <i>Accepted April 25, 1857.</i>
Isaiah McKibben	600, to Amenia, two-horse coach.
A. H. Chamberlain, (after time.)	980. 000.

Contract made with Charles H. Fitchett, dated April 25, 1857, at \$800 per annum.

Leave Poughkeepsie daily, except Sunday, at 6 a. m. ; arrive at South Amenia by 2 p. m.

Leave South Amenia daily, except Sunday, at 5½ a. m. ; arrive at Poughkeepsie by 1½ p. m.

ROUTE No. 1045.

From Poughkeepsie to Clove, 23 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John G. Wait.....	\$154. 000. <i>Accepted April 25, 1857.</i>
Wm. M. Wait.....	140. No guaranty.
<i>After time.</i>	
Joseph W. Hall	148, one-horse conveyance ; end at Chestnut Ridge.
A. H. Chamberlain	270. 000.

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Contract made with John G. Wait, dated April 25, 1857, at \$150 per annum. Transferred to and made with John O. Oakley, dated July 18, 1857, at \$154 from July 1.
 Leave Poughkeepsie Wednesday and Saturday at 8 a. m.; arrive at Clove by 2 p. m.
 Leave Clove Tuesday and Friday at 8 a. m.; arrive at Poughkeepsie by 2 p. m.

ROUTE No. 1046.

From Poughkeepsie to Rock City, 30 miles, and back, twice a week.
 Proposals for three trips a week invited.

Bidders' names.	Sum per annum.
Richard Wildey	No sum stated; end at Milan; schedule proposed.
Solomon Myers	\$550, one-horse wagon, three times a week.
Richard A. Wildey	486, one-horse wagon.
Wm. E. Dorland	450, one-horse coach, three times a week.
Charles H. Fitchett	450, one-horse wagon.
	500, three times a week.
Solomon Myers	450, one-horse wagon.
Wm. E. Dorland	402, one-horse coach.
James K. Hewitt	280. No guarantee.
Richard Wildey	265, one-horse wagon. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time.)	398. ooo.
	594, three times a week.

Contract made with Richard Wildey, dated April 25, 1857, at \$265 per annum.
 Leave Poughkeepsie Tuesday and Saturday at 6 a. m.; arrive at Rock City by 3 p. m.
 Leave Rock City Monday and Friday at 6 a. m.; arrive at Poughkeepsie by 4 p. m.

ROUTE No. 1047.

From Poughkeepsie to Pine Plains, 28 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Charles H. Fitchett	\$450, two-horse carriage.
Isiah McKibben	447, two-horse coach.
William E. Dorland	439, two-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time.)	520. ooo.

Contract made with William E. Dorland, dated April 25, 1857, at \$439 per annum.
 Leave Poughkeepsie Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Pine Plains by 4 p. m.
 Leave Pine Plains Monday, Wednesday, and Friday, at 6 a. m.; arrive at Poughkeepsie by 1 p. m.

ROUTE No. 1048.

From Hart's Village to Dover, 8 miles, and back, six times a week to Washington, and three times a week the remainder.

Bidders' names.	Sum per annum.
George Mosher	\$198.
James Taber	180, one-horse wagon. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time.)	238.

Contract made with James Taber, dated April 25, 1857, at \$180 per annum.
 Leave Hart's Village daily, except Sunday, at 10½ a. m.; arrive at Washington by 11 a. m., and at Dover Tuesday, Thursday, and Saturday by ½ p. m.
 Leave Dover Tuesday, Thursday, and Saturday, at 2½ p. m.; arrive at Washington by 4 p. m.
 Leave Washington daily, except Sunday, at 8½ a. m.; arrive at Hart's Village by 9 a. m.

ROUTE No. 1049.

From Bangall, by Hull's Mills, Federal Store, and City, to Amenia, 12 miles, and back, semi-weekly.
 Proposals to run tri-weekly invited.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Samuel J. Sackett.....	\$198, 000, three times a week. <i>Accepted April 25, 1857.</i>
	154. 000.
A. H. Chamberlain, (after time)-	185. 000.
	248, three times a week.

Contract made with Samuel J. Sackett, dated April 25, 1857, at \$198 per annum, three times a week.

Leave Bangall Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Amenia by 11 a. m.

Leave Amenia Tuesday, Thursday, and Saturday, at 12 m.; arrive at Bangall by 3½ p. m.

ROUTE No. 1050.

From Rondout to Ellenville, 31 miles, and back, three times a week, with three additional weekly trips between Napanock and Ellenville.

Proposals to run the entire route six times a week invited.

Bidders' names.	Sum per annum.
Eli D. Terwilliger.....	\$1,294, four-horse coach, six times a week, with six additional trips between Napanock and Ellenville.
	849, four-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time)-	698. 000.
	1,190, six times a week.

Contract made with Eli D. Terwilliger, dated April 25, 1857, at \$849 per annum.

Leave Rondout Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Ellenville by 2 p. m.

Leave Ellenville Monday, Wednesday, and Friday, at 7 a. m.; arrive at Rondout by 3 p. m.

ROUTE No. 1051.

From Rondout to Delhi, 70 miles, and back, three times a week.

Proposals for six trips a week invited.

Bidders' names.	Sum per annum.
George Francis Von Beck.....	\$2,350, four-horse team, six times a week.
John H. Gould.....	1,950, two-horse coach, with three additional weekly trips from 1st April to 1st December.
	1,640. 000. <i>Accepted April 25, 1857.</i>
George F. Von Beck.....	2,150, four-horse team.

Contract made with John H. Gould, dated April 25, 1857, at \$1,640 per annum; transferred to, and made with, George F. Von Beck, at \$1,640 per annum, from July 1, 1857.

Leave Rondout Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Delhi by 9 p. m.

Leave Delhi Monday, Wednesday, and Friday, at 2 a. m.; arrive at Rondout by 6½ p. m.

ROUTE No. 1052.

From Kingston to New Paltz Landing, 20 miles, and back, three times a week, with three additional weekly trips to Esopus.

Bidders' names.	Sum per annum.
Matthew Degraff.....	\$600, one-horse wagon or sulky.
Job G. Elmore.....	600, daily, in wagons.
Sol. Roosa.....	598.
Job G. Elmore.....	550, wagons. <i>Accepted April 25, 1857.</i>
David Ronk.....	550, one-horse vehicle.

Contract made with Job G. Elmore, dated April 25, 1857, at \$550 per annum.

Leave Kingston daily, except Sunday, at 2 p. m.; arrive at Esopus by 4½ p. m.

Leave Esopus Monday, Wednesday, and Friday, at 4½ p. m.; arrive at New Paltz Landing by 7 p. m.

Leave New Paltz Landing Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Esopus by 9 a. m.

Leave Esopus daily, except Sunday, at 9 a. m.; arrive at Kingston by 12 m.

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ROUTE No. 1053.

From Kingston to New Paltz, 19 miles, and back, three times a week.

Bidders' names.	Sum per annum.
J. & J. J. Whited	\$645. 000.
Alex. D. Gidley	500, one-horse coach.
Peter H. Deyo	300, one-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	420. 000.

Contract made with Peter H. Deyo, dated April 25, 1857, at \$300 per annum.

Leave Kingston Tuesday, Thursday, and Saturday, at 7 a. m. ; arrive at New Paltz by 12 m.

Leave New Paltz Tuesday, Thursday, and Saturday, at 3 p. m. ; arrive at Kingston by 8 p. m.

ROUTE No. 1054.

From Barrytown, by Red Hook, Rock City, Milan, and Lafayetteville, to Pine Plains, 18 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Ezra B. Pells	\$800, two-horse coach.
D. F. Sipperly	600, two-horse conveyance; commence at Rhinebeck Depot.
	600, two-horse conveyance. <i>Accepted April 25, 1857.</i>
(After time.)	
David H. Shafer	794, two-horse carriage.
A. H. Chamberlain	698. 000.

Contract made with D. F. Sipperly, dated April 25, 1857, at \$600 per annum.

Leave Barrytown daily, except Sunday, at 1 p. m. ; arrive at Pine Plains by 6 p. m.

Leave Pine Plains daily, except Sunday, at 3 a. m. ; arrive at Barrytown by 8 a. m.

ROUTE No. 1055.

From Saugerties to Bearsville, 15 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Jacob Couse	\$125, one-horse wagon ; no certificate.
Josiah Smith	156, guaranty informal ; no certificate.
Isaac Reynolds	150, or \$1 less than lowest, and extend once a week to Lake Hill ; one-horse carriage.
Josiah Smith	148, one-horse wagon.
Robert J. Shaw	138, one-horse wagon.
Reuben Quick	126, one-horse wagon. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	198. 000.

Contract made with Reuben Quick, dated April 25, 1857, at \$126 per annum.

Leave Saugerties Tuesday and Friday at 7 a. m. ; arrive at Bearsville by 10½ a. m.

Leave Bearsville Tuesday and Friday at 12 m. ; arrive at Saugerties by 4 p. m.

ROUTE No. 1056.

From Saugerties to Glasco, 3 miles, and back, three times a week.

Bids to run six times a week are invited ; also to extend to Kingston.

Bidders' names.	Sum per annum.
Sol. Roosa	\$196, two-horse carriage.
Job T. Roosa	337, six times a week, two-horse coach, and extra three times a week to Kingston.
Jacob Couse	320, one-horse wagon, six times a week ; end at Kingston.
Jesse Roosa	200, on foot, six times a week.
Jacob Couse	150, one-horse wagon, six times a week.
Conradt F. Sudderly	148, one-horse wagon, six times a week. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract made with Conradt F. Sudderly, dated April 25, 1857, at \$148 per annum.
 Leave Saugerties Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Glasco by 2 p. m.
 Leave Glasco Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Saugerties by 11 a. m.

ROUTE No. 1057.

From Tivoli to Livingston, 16 miles, and back, six times a week.

Bidders' names.	Sum per annum.
J. D. Phillips.....	\$700.
Joseph Cross.....	600, one-horse carriage.
George Shoemaker.....	595, one-horse carriage.
John H. Moore.....	590, one horse conveyance. <i>Accepted April 25, 1857.</i>
(After time.)	
James T. Phillips.....	495, one-horse four-wheel vehicle.
James Moore.....	549, one-horse wagon.
A. H. Chamberlain.....	620. 000.

Contract made with John H. Moore, dated April 25, 1857, at \$590 per annum. Curtailed to end at Clermont from beginning, to decrease pay to \$406 per annum.
 Leave Tivoli daily, except Sunday, at 2 p. m.; arrive at Livingston by 5 p. m.
 Leave Livingston daily, except Sunday, at 8½ a. m.; arrive at Tivoli by 12 m.

ROUTE No. 1058.

From Pine Plains to Northeast Station, 9 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Richard M. Bunnell.....	\$425, two-horse carriage. 300, two-horse carriage; route to be run as now. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	348. 000.

Contract made with Richard M. Bunnell, dated April 25, 1857, at \$300 per annum.
 Leave Pine Plains daily, except Sunday, at 6 a. m.; arrive at Northeast Station by 8 a. m.
 Leave Northeast Station daily, except Sunday, at 1 p. m.; arrive at Pine Plains by 3 p. m.

ROUTE No. 1059.

From Catskill to Delhi, 70 miles, and back, six times a week.

Bidders' names.	Sum per annum.
John S. Houghtaling.....	\$3,775, two-horse coach.
George L. Beach.....	3,700, two-horse stage. 3,400, schedule changed, two-horse stage. 2,500, two-horse stage, end at Stamford. (Schedule proposed.)
David B. Case.....	2,800, two-horse post-coach.
Joshua De Noyelles.....	1,942, two-horse conveyance. <i>Accepted April 25, 1857.</i>
Solomon Roosa, (after time)....	3,800, four-horse carriage.

Contract made with Joshua De Noyelles, dated April 25, 1857, at \$1,942 per annum; transferred to and made with John S. Houghtaling, at \$1,942 per annum, from July 1, 1857.
 Leave Catskill daily, except Sunday, at 7 a. m.; arrive at Delhi by 8 p. m.
 Leave Delhi daily, except Sunday, at 3 p. m.; arrive at Stamford by 8 p. m.
 Leave Stamford daily, except Sunday, at 8 a. m.; arrive at Catskill by 5 p. m.

ROUTE No. 1060.

From Catskill to Prattsville, 38 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Franklin B. Laurent.....	\$990, four-horse coach.
Eber Closson.....	800, two-horse coach.
John S. Thompson & M. Thompson.	795, two-horse conveyance.

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Bidders' names.	Sum per annum.
F. B. Laurent	790, two-horse coach.
Daniel S. Perkins	389, four-horse coach to Tannersville; two-horse coach residue. <i>Accepted April 25, 1857</i>
<i>After time.</i>	
Justis Butts	494, two-horse coach.
A. H. Chamberlain	748. 000.

Contract made with Daniel S. Perkins, dated April 25, 1857, at \$389 per annum.
 Leave Catskill Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Prattsville by 5 p. m.
 Leave Prattsville Monday, Wednesday, and Friday, at 7 a. m.; arrive at Catskill by 5 p. m.

ROUTE No. 1061.

From Cairo to Gilboa, 29 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Champion B. Dickinson	\$600, two-horse covered carriage.
Joseph Burnett	500, two-horse carriage.
James M. Hallock	499, two-horse covered wagon.
John S. Houghtaling	425, two-horse coach.
Addison J. Churchill	322, two-horse carriage.
	388, extend to Stamford, via South Gilboa. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	580. 030.

Contract made with Addison J. Churchill, dated April 25, 1857, at \$388 per annum.
 Leave Cairo Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Stamford by 2 p. m.
 Leave Stamford Monday, Wednesday, and Friday, at 6 a. m.; arrive at Cairo by 2 p. m.

ROUTE No. 1062.

From Coxsackie to Oak Hill, 25 miles, and back, three times a week.
 Proposals to extend to Durham invited.

Bidders' names.	Sum per annum.
Richard Griffin	\$290, two-horse wagon.
	390, extend to Durham.
	290, extend to Durham, omit South Westerloo.
George Bushnell	220, two-horse coach.
	270, two-horse coach, extend to Durham. <i>Accepted April 25, 1857.</i>
E. D. Atchinson	250, two-horse wagon.
	300, extend to Durham.
John S. Houghtaling	375, two-horse coach, extend to Durham.
Hiram Hurd	600, two-horse coach, extend to Durham, six times a week, April 1 to December 1; three times a week residue.
A. H. Chamberlain, (after time).	498. 000.

Contract made with George Bushnell, dated April 25, 1857, at \$270 per annum.
 Leave Coxsackie Tuesday, Thursday, and Saturday, at 8½ a. m.; arrive at Durham by 4 p. m.
 Leave Durham Monday, Wednesday, and Friday, at 7 a. m.; arrive at Coxsackie by 2½ p. m.

ROUTE No. 1063.

From Hudson to Kinderhook, 12 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Elisha B. Dow	\$650, two-horse service.
Daniel McAllister	592, two-horse wagon.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
A. Brower.....	549, wagon.
E. G. Hulénbake	450, one-horse carriage.
Robert McCoy.....	400, horse and wagon. <i>Accepted April 25, 1857.</i>
<i>After time.</i>	
Cornelius Van Valkenburgh....	390, one-horse conveyance.
A. H. Chamberlain	480. ⁰⁰⁰ .

Contract made with Robert McCoy, dated April 25, 1857, at \$400 per annum.
 Leave Hudson daily, except Sunday, at 6½ a. m.; arrive at Kinderhook by 9 a. m.
 Leave Kinderhook daily, except Sunday, at 1 p. m.; arrive at Hudson by 3½ p. m.

ROUTE No. 1064.

From Hudson to West Stockbridge, Mass., 34 miles, and back, twelve times a week.
 Bids for six trips a week in winter and twelve the residue of the year invited.

Bidder's name.	Sum per annum.
Elisha B. Dow	\$975, one-horse carriage. (Schedule proposed.)

Contract negotiated and made with Western Railroad Company, at \$1,750 per annum, from July 1, 1857, dated November 7.

ROUTE No. 1065.

From Hillsdale to Great Barrington, 13 miles, and back, three times a week, with a branch from North Egremont to Alford, 2½ miles; the branch to run in close connexion with the main route.

Bids for six trips a week invited.

Bidders' names.	Sum per annum.
Elisha B. Dow.....	\$750, two-horse conveyance.
G. Hubbell.....	470, six times a week, two-horse conveyance on main route, and post-boy on branch to Alford.
T. J. Plumley....	400, schedule changed; no guaranty and certificate.
William Huggins.....	325, two-horse coach.
Walter Shafer.....	300. ⁰⁰⁰ .
	370, six times a week. ⁰⁰⁰ . <i>Accepted April 25, 1857.</i>
G. Hubbell.....	300, one-horse conveyance on main route, and post-boy on branch to Alford.
A. H. Chamberlain, (after time).	310. ⁰⁰⁰ .
	590. ⁰⁰⁰ , six times a week.

Contract made with Walter Shafer, dated April 25, 1857, at \$370 per annum.
 Leave Hillsdale daily, except Sunday, at ½ p. m.; arrive at Great Barrington by 3½ p. m.
 Leave Great Barrington daily, except Sunday, at 9 a. m.; arrive at Hillsdale by 12 m.

ROUTE No. 1066.

From Hudson to Ancram Lead Mines, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jonathan Head.....	\$445, for this and 1067 combined.
Simeon M. Collier.....	440, one-horse sulky, for this and 1067 combined.
G. B. Roessman.....	438, do. do. do.
Samuel H. Coon.....	420, for this and 1067 combined.
Cornelius H. Miller.....	130, horse and wagon. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	172.

Contract made with Cornelius H. Miller, dated April 25, 1857, at \$130 per annum.
 Leave Hudson Tuesday at 1 p. m.; arrive at Ancram Lead Mines by 8½ p. m.
 Leave Ancram Lead Mines Tuesday at 5 a. m.; arrive at Hudson by ½ p. m.

ROUTE No. 1067.

From Hudson to Ancram Lead Mines, 26 miles, and back, twice a week.

Bidders' names.	Sum per annum.	
Jonathan Head.....	\$445, one-horse wagon, for this and 1066 combined.	
Simeon M. Collier.....	440, one-horse sulky, do. do.	
G. B. Rosman.....	438, do. do. do. do.	
Samuel H. Coon.....	420, for this and 1066 combined.	
Cornelius H. Miller.....	234, wagon. <i>Accepted April 25, 1857.</i>	
A. H. Chamberlain, (after time).	348.	

Contract made with Cornelius H. Miller, dated April 25, 1857, at \$234 per annum.

Leave Hudson Thursday and Saturday at 1 p. m.; arrive at Ancram Lead Mines by 7 p. m.

Leave Ancram Lead Mines Thursday and Saturday at 6 a. m.; arrive at Hudson by 12 m.

ROUTE No. 1068.

From Coeyman's to South Berne, 20 miles, and back, once a week, with two additional weekly trips to Coeyman's Hollow.

Bidders' names.	Sum per annum.	
Charles H. Whitmore.....	\$200, one-horse wagon.	
Charles Cole.....	175, no guaranty or certificate.	
Charles H. Cole.....	175, wagon. <i>Accepted April 25, 1857.</i>	
Hiram Willsey, (after time)	165.	
A. H. Chamberlain, (after time).	224.	

Contract made with Charles H. Cole, dated April 25, 1857, at \$175 per annum.

Leave Coeyman's Saturday at 5 a. m.; arrive at South Berne by 10 a. m.

Leave South Berne Saturday at 12 m.; arrive at Coeyman's by 6 p. m.

ROUTE No. 1069.

From East Chatham to Malden Bridge, 8 miles, and back, six times a week.

Bidders' names.	Sum per annum.	
William Brown.....	\$400, one-horse wagon or sulky.	
Henry W. Rider.....	340, one-horse wagon or sleigh. <i>Accepted April 25, 1857.</i>	
A. H. Chamberlain, (received after time.)	320.	

Contract made with Henry W. Rider, dated April 25, 1857, at \$340 per annum.

Leave East Chatham daily, except Sunday, at 9 a. m.; arrive at Malden Bridge by 11 a. m.

Leave Malden Bridge daily, except Sunday, at 11½ a. m.; arrive at East Chatham by 1½ p. m.

ROUTE No. 1070.

From Chatham Four Corners to Green River, 11 miles, and back, tri-weekly, with three additional weekly trips to Spencertown.

Bidders' names.	Sum per annum.	
A. F. Stillman.....	\$400, one-horse carriage.	
	350, as it is now carried, dally.	
Gay P. Sweet....	400, one-horse coach, six times a week, by old schedule.	
	380, one-horse carriage.	
A. G. Champeon.....	345, one-horse carriage.	
Peter O. Becker.....	345, one-horse wagon.	
	325, dally, as it is now carried. <i>Accepted April 25, 1857.</i>	
Goodrich Hubbell.....	340, six times a week, one-horse vehicle.	
A. H. Chamberlain, (after time).	398. 000.	

Contract made with Peter O. Becker, dated April 25, 1857, at \$325 per annum.

Leave Chatham Four Corners dally, except Sunday, at 2 p. m.; arrive at Green River by 5 p. m.

Leave Green River dally, except Sunday, at 8 a. m.; arrive at Chatham Four Corners by 11 a. m.

ROUTE No. 1071.

From Canaan Four Corners to New Lebanon Springs, 7 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Charles D. Lord	\$313. 000.
George Barnes.....	274. 000. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	290. 000.

Contract made with George Barnes, dated April 25, 1857, at \$274 per annum.

Leave Canaan Four Corners daily, except Sunday, at 9½ a. m.; arrive at New Lebanon Springs by 11 a. m.

Leave New Lebanon Springs daily, except Sunday, at 1 p. m.; arrive at Canaan Four Corners by 2½ p. m.

ROUTE No. 1072.

From West Sandlake to Moffett's Store, 16 miles, and back, tri-weekly.

Bidders' names.	Sum per annum.
Ralph Bishop.....	\$350, one-horse buggy.
Daniel Lappens.....	340, one-horse wagon or sulky.
David M. Shufelt.....	300, one-horse conveyance.
David Westfall.....	295, one-horse wagon.
Willard Griggs.....	230, one-horse wagon.
	225. 000. <i>Accepted April 25, 1857.</i>
	199. End at East Nassau.
A. H. Chamberlain, (after time).	320. 000.

Contract made with Willard Griggs, dated April 25, 1857, at \$225 per annum.

Leave West Sandlake Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Moffett's Store by 12 m.

Leave Moffett's Store Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at West Sandlake by 6 p. m.

ROUTE No. 1073.

From Albany to Buffalo, 298 miles, and back, four times a day, three of the daily trips to omit Sunday service.

(No bids.)

Service performed by New York Central Railroad Company, at \$51,600 per annum.

ROUTE No. 1074.

From Albany to Troy, 7 miles, and back, twice a day, except on Sunday, when the service is once a day.

(No bids.)

Service performed by Troy and Greenbush Railroad Company, at \$1,050 per annum.

ROUTE No. 1075.

From Albany to Eagle Bridge, 33 miles, and back, twelve times a week.

Bidders' names.	Sum per annum.
Albany, Vermont & Canada Railroad Company.	\$2,829, railroad cars. <i>Accepted June 18, 1857.</i>

Contract made with Albany, Vermont & Canada Railroad Company, dated June 18, 1857, at \$2,829 per annum.

Leave Albany daily, except Sunday, at 7 a. m. and 5 p. m.; arrive at Eagle Bridge by 8½ a. m. and 6½ p. m.

Leave Eagle Bridge daily, except Sunday, at 8½ a. m. and 6 p. m.; arrive at Albany by 10½ a. m. and 7½ p. m.

ROUTE No. 1076.

From Albany to New Baltimore, 15 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Wm. Mansfield.....	\$590. 000.
J. D. Tallmadge & P. C. Gray....	575, four months two-horse team, eight months steamboat.
Amos Houghtaling	570, coach.
Lewis Crandell.....	485, by steamboat during season of navigation on Hudson river, and two-horse covered carriage residue of year. <i>Accepted April 25, 1857.</i>
Isaac Edwards.....	484, one-horse coach.
A. H. Chamberlain, (after time)-	648. 000.

Contract made with Lewis Crandell, dated April 25, 1857, at \$485 per annum.
 Leave Albany daily, except Sunday, at 1 p. m ; arrive at New Baltimore by 4 p. m.
 Leave New Baltimore daily, except Sunday, at 7 a. m.; arrive at Albany by 10½ a. m.

ROUTE No. 1077.

From Albany to New Lebanon Springs, 27 miles, and back, six times a week.

Bidders' names.	Sum per annum.
J. W. Webster.....	\$1, 140, two-horse coach.
Wm. Cox.....	900, two-horse covered wagon.
Wm. Walker.....	850, two-horse carriage.
James McDonald	800, four-horse coach.
C. W. Judevine.....	700, two-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time)-	1, 090. 000.

Contract made with C. W. Judevine, dated April 25, 1857, at \$700 per annum.
 Leave Albany daily, except Sunday, at 7½ a. m.; arrive at New Lebanon Springs by 1 p. m.
 Leave New Lebanon Springs daily, except Sunday, at 8 a. m.; arrive at Albany by 1½ p. m.

ROUTE No. 1078.

From Albany to Gallupville, 31 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Chauncey C. Bell.....	\$375, four-horse coach. Berne to Gallupville.
Orson Root	370. 000. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time)-	398. 000.

Contract made with Orson Root, dated April 25, 1857, at \$370 per annum.
 Leave Albany Tuesday and Saturday at 6 a. m.; arrive at Gallupville by 11 a. m.
 Leave Gallupville Monday and Friday at 11 a. m.; arrive at Albany by 5 p. m.

ROUTE No. 1079.

From Albany to Richmondville, 48 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Jerome B. Dow.....	\$3, 100, two-horse coach.
A. C. Halstead and Orson Root..	1, 880, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with A. C. Halstead and Orson Root, dated April 25, 1857, at \$1, 880 per annum.

Leave Albany daily, except Sunday, at 6 a. m.; arrive at Richmondville by 2 p. m.
 Leave Richmondville daily, except Sunday, at 9½ a. m.; arrive at Albany by 7 p. m.

ROUTE No. 1080.

From Albany to Rensselaerville, 25 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John McEwen	\$890, two and four-horse coach.
James McDonald	800, four-horse coach. <i>Accepted April 25, 1857.</i>
	250, once a week ; schedule proposed.
A. H. Chamberlain, (after time)-	498.

CONTRACTS FOR CARRYING THE MAILS.

Contract made with James McDonald, dated April 25, 1857, at \$800 per annum.

Leave Albany Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Rensselaerville by 3 p. m.

Leave Rensselaerville Monday, Wednesday, and Friday, at 8 a. m.; arrive at Albany by 2 p. m.

ROUTE No. 1081.

From Guilderland to Carlisle, 28 miles, and back, three times a week.

Bids for six trips a week invited; also, bids to commence at Albany and end at Cherry Valley.

Bidders' names.	Sum per annum.
Amos Vanderwerken.....	\$1,500, two-horse coach, six times a week.
John M. Brott and Amos Vanderwerken.	1,500, two-horse coach, six times a week.
	1,400, two-horse coach, three times a week.
Amos Vanderwerken.....	1,300, two-horse coach, Albany to Cherry Valley.
J. H. Webster	1,290, two-horse coach, Albany to Cherry Valley.
	790, two-horse coach, and six times a week at <i>pro rata</i> . Accepted April 25, 1857.
J. B. Dow.....	1,250, two-horse coach; commence at Schenectady and omit Guilderland and Danville; schedule proposed.
John M. Brott and Amos Vanderwerken.	900, two-horse coach.
	700, two-horse coach, commence at Schenectady; and for
	300 additional, will supply Dunnsville, Quaker Street, and Barton Hill, superseding route No. 1165.
Amos Vanderwerken.....	800, two-horse coach.
A. H. Chamberlain, (after time).	548. 000.

Contract made with J. H. Webster, dated April 25, 1857, at \$790 per annum.

Leave Guilderland Monday, Wednesday, and Friday, at 8 a. m.; arrive at Carlisle by 2 p. m.

Leave Carlisle Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Guilderland by 4 p. m.

ROUTE No. 1082.

From Troy to North Bennington, Vermont, 32½ miles, and back, twelve times a week.

(No bids.)

Service performed by Troy and Boston Railroad Company, at \$3,250 per annum.

ROUTE No. 1083.

From Troy to Schenectady, 22 miles, and back, twelve times a week.

(No bids.)

Service performed by New York Central Railroad Company, at \$1,650 per annum.

ROUTE No. 1084.

From Troy to Saratoga Springs, 33 miles and back, twelve times a week.

(No bids.)

Service performed by Rensselaer and Saratoga Railroad Company, at \$3,281 per annum.

ROUTE No. 1085.

From Troy to Bennington, Vermont, 31 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Gilbert E. Vandercook.....	\$748, four-horse coach.
Moses Harrington and C. Norton,	620, two-horse coach.
	545, two-horse carriage. <i>Accepted May 12, 1857.</i>
	480, two-horse coach ; end at Hoosic.
	420, two-horse coach ; end at Hoosic ; 5 hours each way.
Henry Shelden.....	617, four-horse coach.
A. H. Chamberlain, (after time).	598. ooo.

Contract made with Moses Harrington and C. Norton, dated May 12, 1857, at \$545 per annum.

Leave Troy Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Bennington by 4 p. m.
Leave Bennington Monday, Wednesday, and Friday, at 9 a. m.; arrive at Troy by 5 p. m.

ROUTE No. 1086.

From Troy to Petersburg, 20 miles, and back, twice a week.
Bids for three trips a week invited.

Bidders' names.	Sum per annum.
C. W. Judevine.....	\$500, two-horse coach.
A. A. Moses.....	300, two-horse wagon or coach.
	345, three times a week.
Alonzo M. Breer.....	250, two-horse coach, three times a week. <i>Accepted April 25, 1857.</i>
	200, two-horse coach.
A. H. Chamberlain, (after time).	260.

Contract made with Alonzo M. Breer, dated April 25, 1857, at \$250 per annum.

Leave Troy Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Petersburg by 1 p. m.
Leave Petersburg Monday, Wednesday, and Friday, at 8 a. m.; arrive at Troy by 1 p. m.

ROUTE No. 1087.

From Troy to Pittsfield, Mass., 40 miles, and back, six times a week to Sand Lake, and three times a week the balance.
Bids to run only to Lanesborough invited.

Bidders' names.	Sum per annum.
C. W. Judevine	\$1,000, two-horse coach.
	800, two-horse coach ; end at Lanesborough.
Nathan Upham	800, two-horse wagon. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	990. ooo.

Contract made with Nathan Upham, dated April 25, 1857, at \$800 per annum.

Leave Troy daily, except Sunday, at 6 a. m.; arrive at Sand Lake by 8½ a. m., and at Pittsfield Monday, Wednesday, and Friday, by 3 p. m.

Leave Pittsfield Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Sand Lake by 5½ p. m., and at Troy daily, except Sunday, by 8 p. m.

ROUTE No. 1088.

From Troy to South Stephentown, 33 miles, and back, twice a week.

Bidders' names.	Sum per annum.
C. W. Judevine	\$400, two-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	320.

Contract made with C. W. Judevine, dated April 25, 1857, at \$400 per annum.

Leave Troy Tuesday and Saturday at 7 a. m.; arrive at South Stephentown by 5 p. m.

Leave South Stephentown Monday and Friday at 7 a. m.; arrive at Troy by 5 p. m.

ROUTE No. 1089.

From Waterford to Jonesville, 12 miles, and back, six times a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Gilbert E. Vandercreek	\$374, two-horse coach.
Anson Smith	297, two-horse conveyance. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time) ..	474.

Contract made with Anson Smith, dated April 25, 1857, at \$297 per annum.

Leave Waterford daily, except Sunday, at 3 p. m.; arrive at Jonesville by 6 p. m.

Leave Jonesville daily, except Sunday, at 7 a. m.; arrive at Waterford by 10 a. m.

ROUTE No. 1090.

From Mechanicsville to Fort Edward, 29 miles, and back, six times a week.

Separate bids for the part to Schuylersville, and for that beyond, invited.

Bidders' names.	Sum per annum.
Boyd Madden	\$999, four-horse carriage, Mechanicsville to Schuylersville, and two-horse carriage residue.
Samuel Brownell	1,197, two-horse coach.
G. E. Vandercreek	948, four-horse coach to Schuylersville; two-horse coach residue.
	398, four-horse coach to Schuylersville.
	550, Schuylersville to Fort Edward.
Andrew A. Tubbs	900, four-horse coach.
Cornelius A. Russell	763, four-horse coach to Schuylersville, and two-horse coach residue. <i>Accepted April 25, 1857.</i>
Walter Bosell	626, two-horse coach; commence at Schuylersville.
Myron Pratt	626, two-horse coach; Schuylersville to Fort Edward.
Andrew A. Tubbs	490, four-horse coach; end at Schuylersville.
Cornelius A. Russell	463, four-horse coach; end at Schuylersville.

Contract made with Cornelius A. Russell, dated April 25, 1857, at \$763 per annum.

Transferred to and made with John Q. Smith, at \$763, from July 1.

Leave Mechanicsville daily, except Sunday, at 10 a. m.; arrive at Fort Edward by 5 p. m.

Leave Fort Edward daily, except Sunday, at 5 a. m.; arrive at Mechanicsville by 12 m.

ROUTE No. 1091.

From Eagle Bridge to Rutland, Vt., 62½ miles, and back, twelve times a week; six of the trips carrying only the through mails.

Bidders' names.	Sum per annum.
W. Galusha and Alonzo Copenall ..	\$350, two-horse carriage.
Trustees Rutland and Washington Railroad	6,250, railroad cars. <i>Accepted June 18, 1857.</i>

Contract made with Trustees of Rutland and Washington Railroad, dated June 18, 1857, at \$6,250 per annum.

Leave Eagle Bridge daily, except Sunday, at 8½ a. m. and 6½ p. m.; arrive at Rutland by 11 a. m. and 9 p. m.

Leave Rutland daily, except Sunday, at 6 a. m. and 2½ p. m.; arrive at Eagle Bridge by 8½ a. m. and 4½ p. m.

ROUTE No. 1092.

From Johnsonville to North Easton, 8 miles, and back, three times a week.

Bidders' names.	Sum per annum.
David F. Baker	\$800. 000; six times a week.
John Downs	697. 000; commence at Schaghticoke and extend to Fort Edward, over part of 1094.
David F. Baker	675, two-horse carriage, six times a week; commence at Schaghticoke.
	445. 000.
George C. Dennis	600, two-horse carriage; commence at Schaghticoke and extend to Greenwich.

Bidders' names.	Sum per annum.
William Stewart	595, two-horse carriage, six times a week ; commence at Schaghticoke and extend to Easton.
Jonathan Buell	500, one-horse conveyance, six times a week. 500, commence at Schaghticoke.
	400, commence at Schaghticoke ; one-horse conveyance, six times a week.
James Cornell	500, two-horse coach, six times a week. 450, two-horse coach, six times a week ; commence at Schaghticoke, omit Johnsonville and South Easton, and extend by Galesville to Greenwich.
	300, two horse coach.
John Downs.....	400. 000 ; Schaghticoke to Greenwich, <i>via</i> Easton and North Easton. 195. 000. <i>Accepted April 25, 1857.</i> 194. 000 ; commence at Schaghticoke.
Daniel Briggs, jr.....	312, no guaranty or certificate.
Thomas D. Beadle.....	300, one-horse vehicle.
Ephraim Tilton	295, one-horse carriage.
	500, one-horse carriage, daily.
Gilbert E. Vandercook	230.

Contract negotiated and made with John Downs, dated June 8, 1857, for service six times a week, from Schaghticoke, by Easton, North Easton, and Galesville, at \$400 per annum, from July 1, 1857, in lieu of acceptance under advertisement.

Leave Schaghticoke daily, except Sunday, at 6½ p. m. ; arrive at Greenwich by 9 p. m.

Leave Greenwich daily, except Sunday, at 6½ a. m. ; arrive at Schaghticoke by 9¼ a. m.

ROUTE No. 1093.

From Cambridge to Shushan, 10 miles, and back, tri-weekly.

Bids for the separate parts between Cambridge and North White Creek, and between Shushan and East Salem, invited.

Bidders' names.	Sum per annum.
Daniel Randall.....	\$300, to Arlington, Vt. ; one-horse wagon. 75, to railroad, twice a day ; wagon. 200, to Shushan. 75, to North White Creek, twice a day ; one-horse wagon.
G. E. Vandercook	248.
John Burtis.....	85, one-horse carriage, six times a week, East Salem to Shushan. <i>Accepted April 25, 1857.</i> 60, commence at East Salem.
Leonard Church.....	78, commence at East Salem.

Contract ordered with John Burtis, dated April 25, 1857, at \$85 per annum, and route changed. Transferred to and made with Henry Danforth, at \$85, from July 1.

Leave East Salem daily, except Sunday, at 10 p. m. ; arrive at Shushan by 11 p. m.

Leave Shushan daily, except Sunday, at 2 a. m. ; arrive at East Salem by 3 a. m.

ROUTE No. 1094.

From Cambridge Station to Fort Edward, 25 miles, and back, six times a week.

Bidders' names.	Sum per annum.
William P. Fowler.....	\$1,190, one-horse covered conveyance.
Samuel Brownell.....	997, two-horse coach.
Henry Williams	900, two-horse coach.
Charles Tingle.....	860, four-horse coach to Greenwich, and two-horse coach residue. 200 additional per annum will run six additional weekly trips to Greenwich, in two-horse coaches.
George C. Dennis.....	794, two-horse carriage.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
William Stewart.....	749, two-horse covered carriage.
G. E. Vandercook.....	748, four-horse coach to Greenwich; two-horse coach residue. <i>Accepted April 25, 1857.</i>
John Downs.....	730. 000.
Charles A. Bunop, (after time)...	156, Cambridge to Jackson, four miles, three times a week.

Contract made with G. E. Vandercook, dated April 25, 1857, at \$748 per annum.

Leave Cambridge Station daily, except Sunday, at 8½ a. m.; arrive at Fort Edward by 2 p. m.

Leave Fort Edward daily, except Sunday, at 9 a. m.; arrive at Cambridge Station by 3 p. m.

ROUTE No. 1095.

From Salem to Greenwich, 12 miles, and back, three times a week. Bids for six trips a week invited.

Bidders' names.	Sum per annum.
David N. Thompson.....	\$500, six times a week, one-horse wagon.
G. E. Vandercook.....	298, two-horse coach.
	468, six times a week, two-horse coach.
David N. Thompson.....	280, one-horse wagon. <i>Accepted April 25, 1857.</i>
Cyrus Patridge.....	250.
	440, six times a week.

Contract made with David N. Thompson, dated April 25, 1857, at \$280 per annum.

Leave Salem Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Greenwich by 12 a. m.

Leave Greenwich Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Salem by 4 p. m.

ROUTE No. 1096.

From Covesville to Ketcham's Corners, 11 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Bailey.....	\$1,000, two-horse coach, six times a week.
Martin Coons.....	139, sulky.
Stephen Strong.....	130.
Isaac B. Myers.....	130.
Warren Hunt.....	130, one-horse wagon.
Isaac B. Myers.....	125.
	125, one-horse conveyance. <i>Accepted April 25, 1857.</i>

Contract made with Isaac B. Myers, dated April 25, 1857, at \$125 per annum.

Leave Covesville Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Ketcham's Corners by 4½ p. m.

Leave Ketcham's Corners Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Covesville by ½ p. m.

ROUTE No. 1097.

From Ballston to West Day, 35 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Julius Bartlett.....	\$299 00, two-horse carriage.
Eugene Daman.....	297 50, two-horse carriage.
Moses H. Wheeler.....	450 00, two-horse coach.
	590 00, six times a week.
Julius Bartlett.....	400 00, four-horse coach.
Phillip Van Pleck.....	245 00, two-horse coach.
Albert Conkling.....	199 00, two-horse carriage.
Amos Chase.....	189 00, two-horse coach.
	169 00, two-horse conveyance, covered coach. <i>Accepted April 25, 1857.</i>

Contract made with Amos Chase, dated April 25, 1857, at \$169 per annum.
Leave Ballston Tuesday and Saturday at 8 a. m.; arrive at West Day by 5 p. m.
Leave West Day Monday and Friday at 6 a. m.; arrive at Ballston by 8 p. m.

ROUTE No. 1098.

From Saratoga Springs to Luzerne, 20 miles, and back, three times a week. Bids to run daily, except Sunday, are invited.

Bidders' names.	Sum per annum.
G. E. Vandercook	\$428, four-horse coach. 780, four-horse coach, six times a week.
H. J. Rockwell & J. R. Leavens .	495, two-horse coach, six times a week. <i>Accepted April 25, 1857.</i>

Contract made with H. J. Rockwell and J. R. Leavens, dated April 25, 1857, at \$495 per annum.

Leave Saratoga Springs daily, except Sunday, at 1½ p. m.; arrive at Luzerne by 6½ p. m.
Leave Luzerne daily, except Sunday, at 7½ a. m.; arrive at Saratoga Springs by 11½ a. m.

ROUTE No. 1099.

From Saratoga Springs to Castleton, Vt., 54 miles, and back, six times a week, with an additional trip six times a week, taking a through-mall.

(No bids.)

Service performed by Saratoga and Washington Railroad Company, at \$5,400 per annum.

ROUTE No. 1100.

From Fort Edward to Schroon Lake, 46 miles, and back, six times a week.

Bidders' names.	Sum per annum.
B. E. & S. Starbuck and David B. Sanford.	\$800, four-horse coach to Chester; two-horse carriage residue. <i>Accepted April 25, 1857.</i>

Contract made with B. E. & S. Starbuck & David B. Sanford, dated April 25, 1857, at \$800 per annum.

Leave Fort Edward daily, except Sunday, at 9 a. m.; arrive at Schroon Lake by 9 p. m.
Leave Schroon Lake daily, except Sunday, at 2 a. m.; arrive at Fort Edward by 2 p. m.

ROUTE No. 1101.

From Argyle to Hartford, 11 miles, and back, tri-weekly. Proposals to supply Hartford and South Hartford from Smith's Basin, 7½ miles, and North Argyle from Argyle, 2½ miles, in lieu of foregoing service, invited.

Bidders' names.	Sum per annum.
John P. Wood	\$350 00. 000. 340 00. Supply Hartford and South Hartford from Smith's Basin, and North Argyle from Argyle.
Jas. H. Flack	214 50, one-horse wagon or sleigh.
John W. Strow	188 00, one-horse wagon.
G. E. Vankercook	148 00. 174 00. Supply Hartford and South Hartford from Smith's Basin, and North Argyle from Argyle. <i>Accepted April 25, 1857.</i>
Jas. H. Flack	75 00, one-horse wagon; supply North Argyle from Argyle.

Contract made with G. E. Vandercook, dated April 25, 1857, at \$174 per annum.
Leave Smith's Basin Monday, Wednesday, and Friday, at 10 a. m.; arrive at Hartford by 12 m.

Leave Hartford Monday, Wednesday, and Friday, at 6 a. m.; arrive at Smith's Basin by 7½ a. m.

The supply of North Argyle from Argyle to be in close connexion with the arrival and departure of mails on No. 1094.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1102.

From Glenn's Falls to West Fort Ann, 13 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Israel Burdett.....	\$125, one-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Israel Burdett, dated April 25, 1857, at \$125 per annum.

Leave Glenn's Falls Wednesday and Saturday at 2 p. m.; arrive at West Fort Ann by 4 p. m.

Leave West Fort Ann Wednesday and Saturday at 9 a. m.; arrive at Glenn's Falls by 12 m.

ROUTE No. 1103.

From Glenn's Falls to West Day, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
John S. Fraker.....	\$200, two-horse coach, three times a week, commence at Corinth; schedule proposed. <i>Accepted April 25, 1857.</i>
Nicholas Thompson.....	150, two-horse carriage.
Philip Van Pleck.....	140, two-horse carriage.
John S. Fraker.....	100. <i>ooo.</i>

Contract made with John S. Fraker, dated April 25, 1857, at \$200 per annum.

Leave Corinth Monday, Wednesday, and Saturday, at 4 p. m.; arrive at West Day by 7 p. m.

Leave West Day Monday, Wednesday, and Saturday, at 5 a. m.; arrive at Corinth by 9 a. m.

ROUTE No. 1104.

From Luzerne to Johnsburg, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ela Merriam & Moses M. Smith.	\$229, one-horse carriage.
Nicholas Thompson.....	200, two-horse carriage.
Clark Burdick.....	185, two-horse carriage.
Daniel Alrick	174. <i>ooo</i> ; or 140, once a week, supply of Stony Creek, and three times a week between Athol and Warrensburg. <i>ooo. Accepted April 25, 1857.</i>
Henry Byrnes.....	60, three times a week, branch Athol to Warrensburg. 23, once a week, branch Athol to Warrensburg.

Contract made with Daniel Alrick, dated April 25, 1857, at \$140 per annum.

Leave Stony Creek Wednesday at 3½ p. m.; arrive at Athol by 5 p. m.

Leave Athol Wednesday at 2 p. m.; arrive at Stony Creek by 3½ p. m.

Leave Athol Tuesday, Thursday, and Saturday, at 2 p. m., arrive at Warrensburg by 3 p. m.

Leave Warrensburg Tuesday, Thursday, and Saturday, at 4 p. m.; arrive at Athol by 5 p. m.

Leave Athol Wednesday at 9 a. m.; arrive at Thurman by 10½ a. m.

Leave Thurman Wednesday at 10½ a. m.; arrive at Athol by 12 m.

ROUTE No. 1105.

From Caldwell to Ticonderoga, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ela Merriam & Moses M. Smith.	\$323, one-horse carriage.
Stephen Z. Stevenson	260. <i>Accepted April 25, 1857.</i>
C. Salter.....	245. No guaranty.

CONTRACTS FOR CARRYING THE MAILS.

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Contract made with Stephen Z. Stevenson, dated April 25, 1857, at \$260 per annum.
 Leave Caldwell Tuesday at 6 a. m.; arrive at Ticonderoga by 5 p. m.
 Leave Ticonderoga Wednesday at 5 a. m.; arrive at Caldwell by 4 p. m.

ROUTE No. 1106.

From Warrensburg to Johnsburg, 15 miles, and back, tri-weekly.

Bidders' names.	Sum per annum.
Alfred Wells.....	\$180, two-horse post-coach.
Clark Burdick.....	165, two-horse carriage.
Benjamin Starbuck	150, two-horse coach. <i>Accepted April 25, 1857.</i>
Alfred Wells.....	100, two-horse coach, for extension to North River.

Contract made with Benjamin Starbuck, dated April 25, 1857, at \$150 per annum.
 Leave Warrensburg Monday, Wednesday, and Friday, at 3 p. m.; arrive at Johnsburg by 6 p. m.
 Leave Johnsburg Monday, Wednesday, and Friday, at 6 a. m.; arrive at Warrensburg by 9 a. m.

ROUTE No. 1107.

From White Hall to Keeseville, 82 miles, and back, six times a week during suspension of navigation.

Bidders' names.	Sum per annum.
Gorton T. Thomas.....	\$4,500, six times a week during entire season; four-horse coach in winter, single team in summer.
	3,500, six times a week during suspension of steam-boat navigation, and three times a week during residue of year.
John B. Tufts	1,800, four-horse coach.
H. J. Persons and David Judd ..	1,791, two-horse coach.
Gorton T. Thomas.....	1,600, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Gorton T. Thomas, dated April 25, 1857, at \$1,600 per annum.
 Leave White Hall daily, except Sunday, at 11 a. m.; arrive at Keeseville by 10 a. m. next day.
 Leave Keeseville daily, except Sunday, at 6 a. m.; arrive at White Hall by 6 a. m. next day.

ROUTE No. 1108.

From White Hall to Plattsburg, 95 miles, and back, six times a week during navigation.

Proposals to run an additional six-times-a-week mail, leaving White Hall at 10 p. m. and Plattsburg at 7½ p. m., supplying only the offices at which the boats touch, invited.

(No bids.)

Contract negotiated and made with Champlain Transportation Company, dated July 17, 1857, at \$4,800 per annum, for eleven trips per week, from July 1, 1857.
 (Schedule not reported.)

ROUTE No. 1109.

From Schroom Lake to Elizabethtown, 32 miles, and back, three times a week.

Proposals to extend via Lewis to Keeseville invited.

Bidders' names.	Sum per annum.
Deyo & Stevens	\$975, two-horse wagon or sleigh, and extend to Keeseville.
	580, two-horse wagon or sleigh.
Milo Durand.....	573, to Keeseville, two-horse wagon or sleigh.
	373, two-horse wagon or sleigh.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Rufus Fisk and J. F. Potter.....	400, two-horse coach. 650, two-horse coach; extend to Keeseville.
H. J. Persons and David Judd..	335, two-horse coach. <i>Accepted April 25, 1857.</i> 565, two-horse coach; extend to Keeseville.
G. T. Thomas.....	300, from Elizabethtown to Keeseville.

Contract made with H. J. Persons and David Judd, dated April 25, 1857, at \$335 per annum.

Leave Schroon Lake Monday, Wednesday, and Friday, at 5 a. m.; arrive at Elizabethtown by 1 p. m.

Leave Elizabethtown Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Schroon Lake by 4 p. m.

ROUTE No. 1110.

From Pottersville to Minerva, 9 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Sanford M. Morse.....	\$114.
Lucius S. Rawson.....	110. ***.
John O'Neill.....	88, two-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with John O'Neill, dated April 25, 1857, at \$88 per annum.

Leave Pottersville Tuesday and Saturday at 6½ p. m.; arrive at Minerva by 8½ p. m.

Leave Minerva Tuesday and Saturday at 5 p. m.; arrive at Pottersville by 5 p. m.

ROUTE No. 1111.

From Port Henry to Bridport, Vt., 10 miles, and back, once a week.

Proposals to run tri-weekly and end at Vergennes or Middlebury, Vt., instead of Bridport, invited.

Bidders' names.	Sum per annum.
John W. Norton.....	\$595, six times a week to Vergennes, one or two-horse carriage. Schedule proposed. 595, six times a week, one or two-horse coach; end at Addison.
George B. Pease.....	500, end at Vergennes; two-horse coach during close of November.
Persons & Judd	395. ***; end at Vergennes or Middlebury.
John W. Norton	297, three times a week; end at Vergennes; two-horse wagon, carriage, or sleigh, six times a week, at pro rata. Schedule proposed. <i>Accepted April 25, 1857.</i> 130, six times a week during navigation to Vergennes, one or two-horse open carriage, wagon, or sleigh. Pro rata deduction for three times a week, one quarter only. Schedule proposed.
George B. Pease.....	125, one-horse carriage.
H. J. Persons and David Judd..	95. ***.
John W. Norton	73. ***.

Contract made with John W. Norton, dated April 25, 1857, at \$297 per annum.

Leave Port Henry Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Vergennes by 10½ a. m.

Leave Vergennes Tuesday, Thursday, and Saturday, at 4½ p. m.; arrive at Port Henry by 9 p. m.

ROUTE No. 1112.

From Westport to Elizabethtown, 8 miles, and back, six times a week.

Proposals, including extension during suspension of navigation, to commence at Vergennes, Vermont, (10 miles additional,) arriving there by 11 a. m. and leaving at 1 p. m., through in four hours each way, invited.

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Bidders' names.	Sum per annum.
H. J. Persons and David Judd..	\$227, two-horse coach. 149, additional compensation at Vergennes during suspension of navigation, as invited.
H. J. Persons.....	190, two-horse coach. 100, additional compensation at Vergennes during suspension of navigation, as invited. <i>Accepted April 25, 1857.</i>
Peter Ferris	130, one-horse carriage ; commence at Vergennes during suspension of navigation and end at Westport.

Contract made with H. J. Persons, dated April 25, 1857, at \$290 per annum.

Leave Westport daily, except Sunday, at 6 p. m. ; arrive at Elizabethtown by 8 p. m.

Leave Elizabethtown daily, except Sunday, at 3 p. m. ; arrive at Westport by 5 p. m.

Schedule during suspension of navigation.

Leave Vergennes daily, except Sunday, at 1 p. m. ; arrive at Elizabethtown by 5 p. m.

Leave Elizabethtown daily, except Sunday, at 7 a. m. ; arrive at Vergennes by 11 a. m.

ROUTE No. 1113.

From Elizabethtown to Saranac Lake, 34 miles, and back, once a week.

Bidders' names.	Sum per annum.
Richard C. R. Chase	\$345, one-horse vehicle.
E. Merriam and M. M. Smith ..	289, one-horse coach.
Almond Stevens.....	275, one or two-horse wagon or sleigh.
H. J. Persons and David Judd..	255. <i>Accepted April 25, 1857.</i>

Contract made with H. J. Persons and David Judd, dated April 25, 1857, at \$255 per annum.

Leave Elizabethtown Tuesday at 6 a. m. ; arrive at Saranac Lake by 5 p. m.

Leave Saranac Lake Wednesday at 6 a. m. ; arrive at Elizabethtown by 5 p. m.

ROUTE No. 1114.

From Keeseville to Port Kent, 4 miles, and back, six times a week.

Bids including extension to Burlington during suspension of navigation invited.

Bidders' names.	Sum per annum.
John B. Tufts.....	\$350 00, extending to Burlington, four-horse sleighs, over entire route during winter ; four-horse coach to Port Kent during summer, and steamboat from Port Kent to Burlington during navigation. Schedule proposed for winter service. <i>Accepted April 25, 1857.</i>
L. B. Branch	350 00, (no guaranty) ; or 1 50 per trip extra to Burlington, when practicable.
John B. Tufts.....	250 00, four-horse coach. 100 00, four-horse sleighs to Burlington during suspension of navigation.
H. P. Mitchell.....	50 00. <i>Accepted April 25, 1857.</i>

Contract made with John B. Tufts, dated April 25, 1857, at \$350 per annum.

Leave Keeseville daily, except Sunday, at 4 p. m. ; arrive at Burlington by 6 p. m.

Leave Burlington daily, except Sunday, at 9 a. m. ; arrive at Keeseville by 11 a. m.

Winter schedule.

Leave Keeseville daily, except Sunday, at 8 a. m. ; arrive at Burlington by 11 a. m.

Leave Burlington daily, except Sunday, at 2 p. m. ; arrive at Keeseville by 5 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1115.

From Keeseville to Plattsburg, 15 miles, and back, six times a week.

Bidders' names.	Sum per annum.
H. P. Mitchell	\$595. 000.
Geo. G. Fuller	500, two-horse carriage.
Gorton T. Thomas	400, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Gorton T. Thomas, dated April 25, 1857, at \$400 per annum.
 Leave Keeseville daily, except Sunday, at 7 a. m.; arrive at Plattsburg by 11 a. m.
 Leave Plattsburg daily, except Sunday, at 4 p. m.; arrive at Keeseville by 8 p. m.

ROUTE No. 1116.

From Keeseville to Ausable Forks, 11 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Gorton T. Thomas	\$350, four-horse coach.
Richard C. R. Chase	312, two-horse wagon.
H. J. Persons and David Judd..	248, two-horse coach.
James Johnson	150, two-horse coach; schedule changed.
H. P. Mitchell	95. <i>Accepted April 25, 1857.</i>

Contract made with H. P. Mitchell, dated April 25, 1857, at \$95 per annum.
 Leave Keeseville daily, except Sunday, at 9½ a. m.; arrive at Ausable Forks by 12 m.
 Leave Ausable Forks daily, except Sunday, at 1 p. m.; arrive at Keeseville by 4 p. m.

ROUTE No. 1117.

From Ausable Forks to Keene, 20 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Henry R. Reynolds	\$200, one-horse wagon. <i>Accepted April 25, 1857.</i>
H. J. Persons and David Judd..	250. 000.
R. C. R. Chase	337, horse or vehicle.
Joseph E. Young, (after time)..	208, end at North Elba.

Contract made with Henry J. Reynolds, dated April 25, 1857, at \$200 per annum.
 Leave Ausable Forks Wednesday and Saturday at 1½ p. m.; arrive at Keene by 7 p. m.
 Leave Keene Wednesday and Saturday at 6 a. m.; arrive at Ausable Forks by 12 m.

ROUTE No. 1118.

From Ausable Forks to Saranac Lake, 30 miles, and back, twice a week.

Bidders' names.	Sum per annum.
H. J. Persons and David Judd..	\$394. 000.
Eli B. Perry	300, two-horse stage
Ela Merriam and M. M. Smith..	254, one-horse carriage. <i>Accepted April 25, 1857.</i>
Martin & Perry, (after time)....	400, two-horse stage from Malone, by Merrittsville, Vernonville, Bloomingdale, and Saranac Lake.

Contract made with Ela Merriam and M. M. Smith, dated April 25, 1857, at \$254 per annum.
 Leave Ausable Forks Tuesday and Saturday at 5 a. m.; arrive at Saranac Lake by 6 p. m.
 Leave Saranac Lake Monday and Friday at 5 a. m.; arrive at Ausable Forks by 6 p. m.

ROUTE No. 1119.

From Ausable Forks to Nicholville, 61 miles, and back, once a week.
 Proposals to run, after passing Duane, to Malone, instead of Nicholville, invited.

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Bidders' names.	Sum per annum.
Richard C. R. Chase	\$695, one-horse vehicle.
John Wiley.....	595, one-horse carriage; end at Malone, as invited.
	450.
	400, and run from Bloomingdale to Malone, 8 months,
	in two-horse open wagon, and 4 months horse.
Ela Merriam and M. M. Smith..	448, one-horse stage; or
	448, two-horse coach, to run as invited.
Franklin J. Wiley	445, one-horse hack; end at Malone, as invited.
Darius W. Barber.....	425, one-horse carriage.
David F. Field.....	375. End at Malone, as invited.
Chauncey Williamson	300, two-horse carriage; extend to Malone. <i>Accepted</i>
	<i>April 25, 1857.</i>

Contract made with Chauncey Williamson, dated April 25, 1857, at \$300 per annum.
 Leave Ausable Forks Friday at 2 p. m.; arrive at Malone by 7 p. m. next day.
 Leave Malone Thursday at 7 a. m.; arrive at Ausable Forks by 12 m. next day.

ROUTE No. 1120.

From Redford to Bloomingdale, 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
Edward J. Page	\$247, one-horse carriage.
Daniel L. Parsons.....	239, one-horse coach.
Simeon Washburn, jr.....	224, one-horse carriage.
Merriam & Smith.....	221, one-horse carriage.
Wm. Fay Hills.....	200, one-horse carriage, and supplying Vermont, if
	required.
Silas Roscoe	395, one-horse wagon.
Chauncey Williamson	194, one-horse carriage.
Edward Cochrane.....	190. 000.
Peter Carr.....	150, one-horse buggy.
Willard S. Carr.....	139, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Willard S. Carr, dated April 25, 1857, at \$139 per annum.
 Leave Redford Tuesday at 7 a. m.; arrive at Bloomingdale by 6 p. m.
 Leave Bloomingdale Monday, at 7 a. m.; arrive at Redford by 6 p. m.

ROUTE No. 1121.

From Plattsburg to Redford, 21 miles, and back, six times a week.

Bidders' names.	Sum per annum.
James Hart.....	\$800, two-horse carriage, (bid not signed.)
Silas Roscoe.....	690, two-horse carriage.
Matthew Lane.....	675, two-horse carriage.
Orrel Town.....	600. 000. <i>Accepted April 25, 1857.</i>

Contract made with Orrel Town, dated April 25, 1857, at \$600 per annum.
 Leave Plattsburg daily, except Sunday, at 7 a. m.; arrive at Redford by 12 m.
 Leave Redford daily, except Sunday, at 1 p. m.; arrive at Plattsburg by 7 p. m.

ROUTE No. 1122.

From Plattsburg to Canada Line, 23 miles, and back, six times a week.

(No bids.)

Service performed by Plattsburg and Montgomery Railroad Company, at \$986 per annum.

ROUTE No. 1123.

From Rouse's Point to Ogdensburg, 119 miles, and back, six times a week.

(No bids.)

Service performed by James Shaw and Isaac Baldwin from July to September 2, 1857; from that date by Northern (Ogdensburg) Railroad Company, at \$6,725 per annum.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1124.

From Churubusco to Frontier, $4\frac{1}{2}$ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Samuel Calkin	\$75, one-horse carriage.
Asa Smith.....	73, horse, or one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Asa Smith, dated April 25, 1857, at \$73 per annum.
 Leave Churubusco Tuesday and Saturday at $2\frac{1}{2}$ p. m. ; arrive at Frontier by $3\frac{1}{2}$ p. m.
 Leave Frontier Tuesday and Saturday at $\frac{1}{2}$ p. m. ; arrive at Churubusco by $1\frac{1}{2}$ p. m.

ROUTE No. 1125.

From Malone to Fort Covington, 17 miles, and back, six times a week.

Bidders' names.	Sum per annum.
William Mitchell.....	\$470. 000.
H. A. Herrick.....	373, two-horse covered carriage. <i>Accepted April 25, 1857.</i>
	549, four-horse covered carriage.
Philip B. Miller	900, four-horse carriage in summer ; two-horse carriage or sleigh in winter.

Contract made with H. A. Herrick, dated April 25, 1857, at \$373 per annum.
 Leave Malone daily, except Sunday, at 3 p. m. ; arrive at Fort Covington by 7 p. m.
 Leave Fort Covington daily, except Sunday, at 6 a. m. ; arrive at Malone by 10 a. m.

ROUTE No. 1126.

From Fort Covington to Massena, 22 miles, and back, twice a week.

Bidders' names.	Sum per annum.
G. A. Cheney.....	\$600, three times a week, horse and wagon.
	500, horse and wagon.
W. A. Chapman.....	375, three times a week. 000.
And. E. Allen.....	296, carriage. <i>Accepted April 25, 1857.</i>
	372, three times a week.

Contract made with And. E. Allen, dated April 25, 1857, at \$296 per annum.
 Leave Fort Covington Monday and Friday at 6 a. m. ; arrive at Massena by 11 a. m.
 Leave Massena Tuesday and Saturday at 4 p. m. ; arrive at Fort Covington by 9 p. m.

ROUTE No. 1127.

From Moira to Dickinson Centre, 8 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Warren Ives	\$104 00, one-horse covered carriage.
Hermon Conger	100 00, one-horse carriage.
Warren Ives	99 90, one-horse covered carriage. <i>Accepted April 25, 1857.</i>

Contract made with Warren Ives, dated April 25, 1857, at \$99 90 per annum.
 Leave Moira Tuesday and Saturday at 1 p. m. ; arrive at Dickinson Centre by 3 p. m.
 Leave Dickinson Centre Tuesday and Saturday at $7\frac{1}{2}$ a. m. ; arrive at Moira by $9\frac{1}{2}$ a. m.

ROUTE No. 1128.

From Moira to Bombay, 8 miles, and back, twice a week.
 Bids to extend to Fort Covington invited.

Bidders' names.	Sum per annum.
Reuben S. Brown.....	\$390, two-horse coach.
	440, four-horse coach.
Parker Flanders.....	150.
	200, extend to Fort Covington.

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Bidders' names.	Sum per annum.
H. A. Herrick	148, extend to Fort Covington ; two-horse covered carriage. <i>Accepted April 25, 1857.</i>
H. O. Button.....	144, one-horse team. 197, one-horse team, three times a week. 290, one-horse team, three times a week ; extend to Fort Covington.

Contract made with H. A. Herrick, dated April 25, 1857, at \$148 per annum.
Leave Moira Tuesday and Saturday at 1 p. m. ; arrive at Fort Covington by 4½ p. m.
Leave Fort Covington Tuesday and Saturday at 7 a. m. ; arrive at Moira by 10½ a. m.

ROUTE No 1129.

From North Lawrence to Hopkinton, 11 miles, and back, six times a week.

Bidders' names.	Sum per annum.
J. A. Townsend	\$500, two-horse wagon.
Daniel Landon	400, two-horse carriage.
R. Hopkins & J. A. Harron	395, two-horse carriage.
R. F. Amsden	375, one-horse wagon.
William Ellis	374, two-horse carriage. <i>Accepted April 25, 1857.</i>
C. S. Chittenden.....	350, one-horse wagon or sleigh.

Contract made with William Ellis, dated April 25, 1857, at \$374 per annum.
Leave North Lawrence daily, except Sunday, at ½ p. m. ; arrive at Hopkinton by 3 p. m.
Leave Hopkinton daily, except Sunday, at 5½ a. m. ; arrive at North Lawrence by 8 a. m.

ROUTE No. 1130.

From Brasher's Falls to Hogsburg, 15 miles, and back, three times a week.
Bids for six trips a week invited.

Bidders' names.	Sum per annum.
Josiah Dicksey.....	\$274, from Stockholm Depot, three times a week. 274, from Stockholm Depot, six times a week ; sch. proposed. No guaranty. 274 ; or 548, six times a week, one-horse carriage.
John Stevens	300, two-horse wagon. 600, six times a week.
William H. Babcock	250, two-horse covered wagon ; or 350, six times a week ; extend to Stockholm Depot. <i>Accepted April 25, 1857.</i>
Daniel Schoff	350, two-horse wagon ; or 350, two-horse wagon ; commence at Stockholm Depot

Contract made with Wm. H. Babcock, dated April 25, 1857, at \$350 per annum, for six times a week service ; to commence at Stockholm Depot.
Leave Stockholm Depot daily, except Sunday, at 12 m. ; arrive at Hogsburg by 3½ p. m.
Leave Hogsburg daily, except Sunday, at 7 a. m. ; arrive at Stockholm Depot by 10½ a. m.

ROUTE No. 1131.

From Stockholm Depot to Parishville, 13 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Lorenzo H. Danton	\$500, two-horse coach. (Received April 3, 1857.)
A. Burditt.....	395, one or two horses. (Received April 3, 1857.) <i>Accepted April 25, 1857.</i>

Contract made with A. Burditt, dated April 25, 1857, at \$395 per annum.
Leave Stockholm Depot daily, except Sunday, at 12 m. ; arrive at Parishville by 3 p. m.
Leave Parishville daily, except Sunday, at 6 a. m. ; arrive at Stockholm Depot by 9 a. m.

ROUTE No. 1132.

From Potsdam to Colton, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
G. W. Munger.....	\$284 00, two-horse coach.
Horace Barnes	237 50. ooo.
John Mott.....	193 00. *oo. <i>Accepted April 25, 1857.</i>

Contract made with John Mott, dated April 25, 1857, at \$193 per annum.
 Leave Potsdam daily, except Sunday, at 11 a. m. ; arrive at Colton by 1 p. m.
 Leave Colton daily, except Sunday, at 6 a. m. ; arrive at Potsdam by 8 a. m.

ROUTE No. 1133.

From North Potsdam to Massena, 15 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Fred. P. Balch	\$500, two-horse vehicle.
L. D. King	298, two-horse coach.
Isaac Baldwin.....	250, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Isaac Baldwin, dated April 25, 1857, at \$250 per annum.
 Leave North Potsdam daily, except Sunday, at 3 p. m. ; arrive at Massena by 6 p. m.
 Leave Massena daily, except Sunday, at 9 a. m. ; arrive at North Potsdam by 12 m.

ROUTE No. 1134.

From Madrid Depot to Waddington, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Charles Clark	\$400, two-horse covered conveyance.
F. H. Fuller	390, two-horse covered conveyance.
Joseph Myers	295, two-horse conveyance.
C. S. Hathaway.....	200.
O. S. Hathaway.....	200, two-horse covered carriage. <i>Accepted April 25, 1857.</i>
M. M. Hathaway.....	160. (No guaranty.) 50 additional, include Madrid.

Contract made with O. S. Hathaway, dated April 25, 1857, at \$200 per annum.
 Leave Madrid Depot daily, except Sunday, at 2 p. m. ; arrive at Waddington by 4 p. m.
 Leave Waddington daily, except Sunday, at 9 a. m. ; arrive at Madrid Depot by 11 a. m.

ROUTE No. 1135.

From Madrid Depot to Morley, 5 miles, and back, three times a week.

Bidders' names.	Sum per annum.
George F. Martin.....	\$500, two-horse conveyance ; extend to Canton. 300, two-horse conveyance.
Marcus McAllister	225, from Canton, six times a week ; two-horse car.
O. S. Hathaway	225, one-horse covered carriage. 250, six times a week.
C. S. Bartlett	197, six times a week ; commence at Canton.
William P. Whitney.....	146, two-horse carriage ; commence at Canton ; omit Madrid Depot.
R. C. Bridge.....	145, two-horse coach ; commence at Canton in lieu of Madrid Depot.
John Mott.....	137. ooo. Canton to Morley.
O. S. Hathaway.....	100. (No guaranty.)

Contract negotiated and made with Wm. P. Whitney, dated July 10, 1857, at \$100 per annum for service from Canton to Morley, to take effect from July 1, 1857.
 Leave Canton Tuesday, Thursday, and Saturday, at 5 p. m. ; arrive at Morley by 6 p. m.
 Leave Morley Tuesday, Thursday, and Saturday at 2 p. m. ; arrive at Canton by 3 p. m.

ROUTE No. 1136.

From Canton, by Crary's Mills and Pierpont, to Colton, 14 miles, and back, three times a week.

Bids to run only to Crary's Mills or Pierpont invited.

Bidders' names.	Sum per annum.
Horace Barnes	\$247. 000.
Oliver A. Porter.....	198, two-horse team and covered carriage.
John Mott.....	187. 000.
Benjamin F. Read	144, two-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Benjamin F. Read, dated April 25, 1857, at \$144 per annum.
 Leave Canton Monday, Wednesday, and Saturday, at 1 p. m.; arrive at Colton by 4 p. m.
 Leave Colton Monday, Wednesday, and Saturday, at 7 a. m.; arrive at Canton by 10 a. m.

ROUTE No. 1137.

From Canton to Gouverneur, 37 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Asa W. Olin	\$950, one-horse carriage. 950. (No guaranty.)
William Buckley	890. 000.
Rob. C. Bridge	796, two-horse coach; or 589, one-horse buggy.
Ela Merriam & M. M. Smith....	644, two-horse stage.
Reuben Nott.....	600, two-horse coach, end at Keeve's Station; or 600, omit Shingle Creek, and end as advertised.
Warren F. Johnson.....	591, two-horse coach.
Charles D. Smith.....	590, two-horse coach.
Horace Barnes	547, omit Shingle Creek.
E. B. Mott	513. 000.
Charles D. Smith	500, one-horse wagon. <i>Accepted April 25, 1857.</i>

Contract made with Charles D. Smith, dated April 25, 1857, at \$500 per annum.
 Leave Canton Monday, Wednesday, and Friday, at 9 a. m.; arrive at Gouverneur by 6 p. m.
 Leave Gouverneur Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Canton by 6 p. m.

ROUTE No. 1138.

From Ogdensburg to Railroad Station at Hermon, 23 miles, and back, six times a week, with a tri-weekly branch to De Kalb in due connexion.

Bidders' names.	Sum per annum.
Isaac Baldwin	750, two-horse coach. 400, three times a week, as invited.
A. W. Wooley	596, two-horse coach. 480, two-horse coach.
Robert C. Bridge	298, two-horse coach.
Horace Barnes.....	294. 000. <i>Accepted April 25, 1857.</i>

Contract made with Horace Barnes, dated April 25, 1857, at \$294 per annum.
 Leave Ogdensburg daily, except Sunday, at 4 a. m.; arrive at Hermon by 8 a. m.
 Leave Hermon daily, except Sunday, at 10 a. m.; arrive at Ogdensburg by 2 p. m.

ROUTE No. 1139.

From Ogdensburg to Canton, 19 miles, and back, six times a week.
 Bids to run but once a week, and end at Flackville, invited.

Bidders' names.	Sum per annum.
Isaac Baldwin	\$400, two-horse coach.
E. B. Mott	345. 000.
A. W. Wooley	75, end at Flackville. <i>Accepted April 25, 1857.</i>

Contract made with A. W. Wooley, dated April 25, 1857, at \$75 per annum.
 Leave Ogdensburg Wednesday at 9 a. m.; arrive at Flackville by 10 a. m.
 Leave Flackville Wednesday at 5 p. m.; arrive at Ogdensburg by 6 p. m.

ROUTE No. 1140.

From Heuvelton to Macomb, 24 miles, and back, once a week, with a second weekly trip to De Peyster.

The additional weekly trip to De Peyster to be run on Friday.
 Bids to run all the route twice a week invited.

Bidders' names.	Sum per annum.
Isaac Baldwin.....	\$220.
M. V. B. Houghton.....	200, twice a week; schedule proposed. <i>Accepted April 25, 1857.</i>
Seth Curtis	200, one-horse carriage.
	250, twice a week all the way.
Ela Merriam and M. M. Smith..	198.

Contract made with M. V. B. Houghton, dated April 25, 1857, at \$200 per annum.
 Leave Heuvelton Tuesday and Friday at 2 p. m.; arrive at Macomb by 8 p. m.
 Leave Macomb Tuesday and Friday at 6 a. m.; arrive at Heuvelton by 12 m.

ROUTE No. 1141.

From Theresa to Orleans Four Corners, 7 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jacob Davis.....	\$275, one-horse covered carriage.
Ela Merriam and M. M. Smith..	138.
Wm. Buckley	98. <i>Accepted April 25, 1857.</i>

Contract made with William Buckley, dated April 25, 1857, at \$98 per annum.
 Leave Theresa Friday at 1 p. m.; arrive at Orleans Four Corners by 3 p. m.
 Leave Orleans Four Corners Friday at 9 a. m.; arrive at Theresa by 11 a. m.

ROUTE No. 1142.

From Evans' Mills to Alexandria, 18 miles, and back, six times a week.

Bidders' names.	Sum per annum.
E. J. and C. Clark	\$1,500, two-horse wagon.
C. Crossman and Jacob Davies ..	1,000, two-horse coach.
Wm. Buckley.....	740, two-horse coach.
M. L. Kinyon	692, two-horse coach.
Ela Merriam and M. M. Smith..	600, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Ela Merriam and M. M. Smith, dated April 25, 1857, at \$600 per annum.

Leave Evans' Mills daily, except Sunday, at 7 a. m.; arrive at Alexandria by 11 a. m.
 Leave Alexandria daily, except Sunday, at 1 p. m.; arrive at Evans' Mills by 6 p. m.

ROUTE No. 1143.

From Antwerp to Ogdensburg, 40 miles, and back, six times a week.

Proposals to start at Keen's Station, instead of Antwerp, and run *via* Sommerville, Wegatchie, Oxbow, and the other offices named, invited.

Bidders' names.	Sum per annum.
M. L. Kinyon.....	\$1,800, two-horse carriage; commence at Keen's Station.
Wm. Buckley.....	1,800. ⁰⁰⁰ . Commence at Keen's Station and omit Antwerp, at same pay.
M. L. Kinyon.....	1,700, two-horse coach; commence at Keen's Station and run as invited.
E. G. Taylor.....	1,340, two-horse coach.
	1,390, commence at Keene's Station.
Reuben Nott.....	1,190, two-horse coach; or
	1,190, two-horse coach, invited service.
	700, three times a week.
Amasa W. Wooley	940, two-horse coach or wagon.
	990, commence at Keene's Station. <i>Accepted April 25, 1857.</i>

Contract made with Amasa W. Wooley, dated April 25, 1857, at \$990 per annum.

Leave Keen's Station daily, except Sunday, at 8 a. m.; arrive at Ogdensburg by 5 p. m.
 Leave Ogdensburg daily, except Sunday, at 5 a. m.; arrive at Keen's Station by 2 p. m.

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ROUTE No. 1144.

From Carthage to Edwards, 37 miles, and back, twice a week.

Bidders' names.	Sum per annum.
E. J. & C. A. Clark.....	\$1,000, one-horse wagon.
R. R. Brown and Wm. Brown ..	745, one-horse carriage.
Wm. Buckley.....	670. 000.
Ela Merriam & M. M. Smith ...	592, two-horse stage.
Peter Kirby.....	519, two-horse buggy. <i>Accepted April 25, 1857.</i>

Contract made with Peter Kirby, dated April 25, 1857, at \$5 19 per annum.
 Leave Carthage Tuesday and Friday at 7 a. m.; arrive at Edwards by 7 p. m.
 Leave Edwards Wednesday and Saturday at 7 a. m.; arrive at Carthage by 7 p. m.

ROUTE No. 1145.

From Carthage to North Wilna, 8 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Peter Kirby.....	\$199, one-horse buggy.
Ela Merriam & M. M. Smith ...	194, one-horse wagon.
	244, three times a week, two-horse stage; extend to Antwerp.
	394, six times a week, two-horse stage; extend to Antwerp.
R. R. Brown.....	175, one-horse wagon. No guaranty.
R. R. & Wm. Brown.....	175, one-horse wagon; recom'd change of schedule.
Wm. Buckley.....	156. 000. <i>Accepted April 25, 1857.</i>
Francis Sadler, (after time).....	140, three times a week.

Contract made with Wm. Buckley, dated April 25, 1857, at \$156 per annum.
 Leave Carthage Tuesday and Friday at 11 a. m.; arrive at North Wilna by 1 p. m.
 Leave North Wilna Tuesday and Friday at 8 a. m.; arrive at Carthage by 10 a. m.

ROUTE No. 1146.

From Watertown to North Potsdam, 76 miles, and back, six times a week.
 Proposals to run twelve trips a week, six of them carrying only through mails, invited.

Bidders' names.	Sum per annum.
Edwin Dodge	\$7,600, railroad cars, twelve times a week, six carrying only through mails.
	3,800, railroad cars.
Potsdam and Watertown Railroad	7,600, railroad cars, twelve times a week, six of them carrying only through mails. (In lieu of bid of Edwin Dodge.)
	5,500, railroad cars, six times a week. (In lieu of bid of Edwin Dodge.)

Contract negotiated and made with Potsdam and Watertown Railroad Company, at \$3,800 per annum, six times a week; and \$1,900 per annum additional when service is twelve times a week.

ROUTE No. 1147.

From Watertown to North Adams, 9 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. J. & C. A. Clark.....	\$195, one-horse wagon.
Wm. Buckley.....	120. 000. <i>Accepted April 25, 1857.</i>

Contract made with Wm. Buckley, dated April 25, 1857, at \$120 per annum.
 Leave Watertown Tuesday at 1½ p. m.; arrive at North Adams by 3½ p. m.
 Leave North Adams Tuesday at 4 p. m.; arrive at Watertown by 6 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1148.

From Watertown to Sackett's Harbor, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
E. J. & C. A. Clark.....	\$745, two-horse wagon.
M. L. Kinyon.....	600, two-horse coach.
Luther Barrows.....	400, two-horse coach.
Wm. Buckley.....	396, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Wm. Buckley, dated April 25, 1857, at \$396 per annum.

Leave Watertown daily, except Sunday, at 2½ p. m.; arrive at Sackett's Harbor by 5 p. m.

Leave Sackett's Harbor daily, except Sunday, at 11 a. m.; arrive at Watertown by 1½ p. m.

ROUTE No. 1149.

From Watertown to Clayton, 25 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Edwin H. Cole.....	\$874, two-horse coach.
E. J. & C. A. Clark.....	800, two-horse coach.
M. L. Kinyon.....	540, two-horse carriage.
Hubbard E. Carter.....	394, two-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Hubbard E. Carter, dated April 25, 1857, at \$394 per annum.

Leave Watertown Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Clayton by 3 p. m.

Leave Clayton Monday, Wednesday, and Friday, at 8 a. m.; arrive at Watertown by 3 p. m.

ROUTE No. 1150.

From Watertown to Boonville, 54 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Peter Kirby.....	\$5,897, two-horse carriage.
C. A. Clark.....	5,650, two-horse coach.
Peter Kirby.....	4,990. 000.
Wm. Buckley.....	3,040, two-horse coach to Lowville, four-horse coach residue; speed, 5 miles per hour; schedule to be arranged by department.
Henry Bates.....	2,398, two-horse coach to Lowville, four-horse coach residue.
Ela Merriam and M. M. Smith & Co.	2,858, two-horse post-coach to Denmark, four-horse coach residue. 100 additional for a second daily mail from Lowville to Boonville from May 1 to Dec. 1.
Wm. Buckley.....	2,250, two-horse coach to Lowville, four-horse coach residue. <i>Accepted April 25, 1857.</i>
Linus Biddecom.....	840, six times a week, coaches; Watertown to Lowville, <i>via</i> Rutland, Copenhagen, &c.

Contract made with Wm. Buckley, dated April 25, 1857, at \$2,250 per annum.

Leave Watertown daily, except Sunday, at 4 a. m.; arrive at Boonville by 2 p. m.

Leave Boonville daily, except Sunday, at 1½ p. m.; arrive at Watertown by 12 p. m.

ROUTE No. 1151.

From Three-mile Bay to Point Peninsula, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ela Merriam and M. M. Smith..	\$125.
B. W. Young.....	100, once a week. 150, twice a week. No guaranty. 100, one-horse coach.
Jacob Swackhamer.....	52. 000. <i>Accepted April 25, 1857.</i>

Contract made with Jacob Swackhamer, dated April 25, 1857, at \$52 per annum.
 Leave Three-mile Bay Monday at 3 p. m.; arrive at Point Peninsula by 6 p. m.
 Leave Point Peninsula Monday at 10 a. m.; arrive at Three-mile Bay by 1 p. m.

ROUTE No. 1152.

From Sackett's Harbor to Pillar Point, $1\frac{1}{2}$ mile, and back, twice a week. Bids for three trips a week invited.

Bidders' names.	Sum per annum.
Horatio Sprague.....	\$50, ferry boat in summer; other conveyance in winter.
C. Van Allen	34. 52, three times a week, boat and car. <i>Accepted April 25, 1857.</i>
Horatio Sprague.....	75, three times a week. No guaranty or certificate.

Contract made with C. Van Allen, dated April 25, 1857, at \$52 per annum.
 Leave Sackett's Harbor Tuesday, Thursday, and Saturday, at $5\frac{1}{2}$ p. m.; arrive at Pillar Point by 6 p. m.
 Leave Pillar Point Tuesday, Thursday, and Saturday, at $9\frac{1}{2}$ a. m.; arrive at Sackett's Harbor by 10 a. m.

ROUTE No. 1153.

From Sackett's Harbor to Pierrepont Manor, 18 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Calvin Bates	\$600, two-horse carriage, in $4\frac{1}{2}$ hours each way.
(Not let.)	

ROUTE No. 1154.

From Pierrepont Manor to Rural Hill, 6 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Calvin Bates	\$400, one-horse carriage.
William Buckley	370. 000.
M. L. Kinyon	340.
N. W. Hibbard, jr.....	313. 000. Extend to Henderson.
O. J. Wilder	235, two-horse carriage. 000.
Nathaniel W. Hibbard	219. 000. <i>Accepted April 25, 1857.</i>

Contract made with Nathaniel W. Hibbard, dated April 25, 1857, at \$219 per annum.
 Leave Pierrepont Manor daily, except Sunday, at $\frac{1}{2}$ p. m.; arrive at Rural Hill by 2 p. m.
 Leave Rural Hill daily, except Sunday, at 8 a. m.; arrive at Pierrepont Manor by $9\frac{1}{2}$ a. m.

ROUTE No. 1155.

From Adams to Copenhagen, 21 miles, and back, six times a week.

Bidders' names.	Sum per annum.
William Buckley	\$990. 000.
M. L. Kinyon	700, two-horse coach.
E. Merriam and M. M. Smith ..	694, two-horse stage.
Elijah W. Ootman.....	600, one or two horses.
Calvin Bates	600, two-horse covered carriage.
John Looker.....	595.
Wallace Gaines	550, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Wallace Gaines, dated April 25, 1857, at \$550 per annum.
 Leave Adams daily, except Sunday, at 3 p. m.; arrive at Copenhagen by 8 p. m.
 Leave Copenhagen daily, except Sunday, at 7 a. m.; arrive at Adams by 12 m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1156.

From Adams to Copenhagen, 24 miles, and back, twice a week to Lorraine, once a week the residue.

Bidders' names.	Sum per annum.
William Buckley	\$310. 000.
Richard Lyon	175.
	152. Shedule proposed.
William Shelmadine	120. <i>Accepted April 25, 1857.</i>

Contract made with William Shelmadine, dated April 25, 1857, at \$120 per annum.
 Leave Adams Tuesday and Saturday at 2 p. m. ; arrive at Lorraine by 3 p. m.
 Leave Lorraine Tuesday at 6 a. m. ; arrive at Copenhagen by 11 a. m.
 Leave Copenhagen Tuesday at 12 m. ; arrive at Lorraine by 5 p. m.
 Leave Lorraine Tuesday and Saturday at 12 m. ; arrive at Adams by 1 p. m.

ROUTE No. 1157.

From Lowville to Indian River, 23 miles, and back, once a week. Proposals to end at Croghan, 10 miles less, invited.

Bidders' names.	Sum per annum.
Ela Merriam and M. M. Smith..	\$274, two-horse stage. 156, two-horse stage ; end at Croghan.
William Buckley	224. 000.
L. G. Bennett.....	148, one-horse coach.
Peter Kirby.....	139, one-horse buggy. <i>Accepted April 25, 1857.</i> 104, one-horse buggy ; end at Croghan.

Contract made with Peter Kirby, dated April 25, 1857, at \$139 per annum.
 Leave Lowville Thursday at 6 a. m. ; arrive at Indian River by 12 m.
 Leave Indian River Thursday at 1 p. m. ; arrive at Lowville by 8 p. m.

ROUTE No. 1158.

From Lowville to Rodman, 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby.....	\$250. buggy.
William Buckley	245. 000.
Ela Merriam.....	196, two-horse stage.
Charles Morse.....	150, one-horse wagon.
Peter Kirby.....	149, buggy, omitting Harrisburg.
L. G. Bennet.....	144.
Edmund Livingston.....	140, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Edmund Livingston, dated April 25, 1857, at \$140 per annum.
 Leave Lowville Friday at 6 a. m. ; arrive at Rodman by 12 m.
 Leave Rodman Friday at 2 p. m. ; arrive at Lowville by 8 p. m.

ROUTE No. 1159.

From Turin to Lyonsdale, 10 miles, and back, three times a week. Bids to run six times a week will be considered.

Bidders' names.	Sum per annum.
Peter Kirby.....	\$499, six times a week, one-horse buggy.
Thomas Horth.....	450, one-horse carriage.
Ela Merriam and M. M. Smith..	312, two-horse stage.
Charles R. Lee.....	298, sulky, six times a week.
S. A. Perry.....	198.
William Allen.....	198.
	348, six times a week.
Charles R. Lee.....	160, sulky. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

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Contract made with Charles R. Lee, dated April 25, 1857, at \$160 per annum.
 Leave Turin Monday, Wednesday, and Friday, at 8½ a. m.; arrive at Lyonsdale by 11 a. m.
 Leave Lyonsdale Monday, Wednesday, and Friday, at 1 p. m.; arrive at Turin by 3½ p. m.

ROUTE No. 1160.

From Boonville to Constableville, 8 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Peter Kirby.....	\$779, two-horse carriage.
James Taylor.....	330, two-horse coach.
M. L. Kinyon.....	290, two-horse carriage.
Peter Miller.....	240, two-horse carriage.
Amos A. Goodale.....	195, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Amos A. Goodale, dated April 25, 1857, at \$197 per annum.
 Leave Boonville daily, except Sunday, at 2 p. m.; arrive at Constableville by 4 p. m.
 Leave Constableville daily, except Sunday, at 10 a. m.; arrive at Boonville by 12 m.

ROUTE No. 1161.

From Russia, to Moorehouseville, 23 miles, and back, once a week. Bids, including a second weekly trip to Ohio, to be run on Wednesday; also bids to commence at Trenton, and include Prospect, omitting Russia, invited.

Bidders' names.	Sum per annum.
Gld. Ricard.....	\$300 00, one-horse carriage, twice a week; commence at Trenton. (Schedule proposed.)
A. G. Jones.....	285 00, one-horse wagon, twice a week; commence at Trenton.
Albert Abeel.....	200 00, one-horse carriage, twice a week; commence at Trenton to Ohio, residue once a week.
Hiram Polley.....	200 00, one-horse coach.
Ela Merriam.....	220 00, one-horse carriage; will run a weekly mail from Trenton or Prospect to Ohio, if required.
E. S. Vincent.....	194 00, commence at Trenton, embrace Prospect and omit Russia, twice a week, two-horse coach, to Ohio.
Albert Abeel.....	156 00, twice a week, Ohio to Trenton, and once a week to Moorehouseville, in one-horse carriage. <i>Accepted April 25, 1857.</i>
Marcus Hemstreet.....	147 50, one-horse coach.

Contract made with Albert Abeel, dated April 25, 1857, at \$156 per annum, for twice a week service from Trenton to Ohio, and once a week residue.

Leave Trenton Wednesday and Saturday at 12 m; arrive at Ohio by 3 p. m.
 Leave Ohio Wednesday and Saturday at 8 a. m.; arrive at Trenton by 11 a. m.
 Leave Ohio Tuesday at 8 a. m.; arrive at Moorehouseville by 11 a. m.
 Leave Moorehouseville Tuesday at 12 m; arrive at Ohio by 3 p. m.

ROUTE No 1162.

From Sageville to Northville, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jeremiah V. Marselis.....	\$499.
A. G. Dunning.....	235, two-horse wagon.
Ela Merriam and M. M. Smith..	207, one-horse carriage.
Rich. Peck.....	200, two horse coach.
	200 additional, for three times a week from Wells' to Northville.
James H. Hillard.....	68, two-horse wagon or sleigh.
Sampson Hosley.....	34, two-horse covered conveyance. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract made with Sampson Hosley, dated April 25, 1857, at \$34 per annum.
 Leave Sageville Thursday at 6 a. m.; arrive at Northville by 2 p. m.
 Leave Northville Wednesday at 9 a. m.; arrive at Sageville by 5 p. m.

ROUTE No. 1163.

From Schenectady to Galway, 21 miles, and back, three times a week.
 Bids to run from Hoffman's Ferry, by Glenville and West Charlton, to Charlton, 10 miles, and back, in lieu of route specified, invited.

Bidders' names.	Sum per annum.
William Gibson.....	\$500 00, two-horse covered carriage.
Elisha Rowe.....	218 40, for service invited; one or two-horse coach, Hoffman's Ferry to Charlton. <i>Accepted</i> <i>April 25, 1857.</i>
	75 00, one or two-horse coach, three times a week.
	112 32, two-horse coach, six times a week.

Contract made with Elisha Lowe, dated April 25, 1857, at \$218 40 per annum, for three times a week service from Hoffman's Ferry to Charlton.

Leave Hoffman's Ferry Tuesday, Thursday, and Saturday, at 10½ a. m.; arrive at Charlton by 1½ p. m.

Leave Charlton Tuesday, Thursday, and Saturday, at 1½ p. m.; arrive at Hoffman's Ferry by 4½ p. m.

ROUTE No. 1164.

From Schenectady to Ballston, 16 miles, and back, six times a week. Bids for twelve trips a week will be considered.

Bidders' names.	Sum per annum.
William H. Southard.....	\$725, one-horse carriage.
Thomas Staats, (after time).....	700, points reversed, and schedule proposed. <i>Received April 17.</i>

Service performed by Rensselaer and Saratoga Railroad Company, at \$800 per annum.

ROUTE No. 1165.

From Schenectady to Schoharie, 22 miles, and back, tri-weekly.

Bidder's name.	Sum per annum.
Orson Root.....	394, two-horse stages. <i>Accepted April 25, 1857.</i>

Contract made with Orson Root, dated April 25, 1857, at \$394 per annum.

Leave Schenectady Monday, Wednesday, and Friday, at 12 m.; arrive at Schoharie by 5 p. m.

Leave Schoharie Monday, Wednesday, and Friday, at 5 a. m.; arrive at Schenectady by 11 a. m.

ROUTE No. 1166.

From Schoharie to Durham, 26 miles, and back, six times a week to Middleburg, and three times a week the residue.

Bidders' names.	Sum per Annum.
Orson Root.....	\$580, two-horse stages.
	488, two-horse stages.
E. D. Atchinson.....	460, two-horse carriage or sleigh.
Champion Dickinson.....	419, one-horse covered conveyance.
Thomas H. James.....	400, do.
H. B. Borst.....	390, one-horse coach. (Schedule proposed.)
	390, two-horse coach.
	350, two-horse carriage. (Schedule changed.)
Champion Dickinson.....	319, one-horse covered conveyance. (Schedule changed.) <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

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Contract made with Champion Dickinson, dated April 25, 1857, at \$319 per annum. Transferred to and made with Edmund D. Atchinson, at \$319, from July 1, 1857.

Leave Schoharie daily, except Sunday, at 6 a. m.; arrive at Middleburg by 7 a. m., and at Durham Monday, Wednesday, and Friday, at 12 m.

Leave Durham Tuesday, Thursday, and Saturday, at 12 m., or on arrival of Cairo mail; arrive at Middleburg by 5 p. m., and at Schoharie daily, except Sunday, by 6 p. m.

ROUTE No. 1167.

From Cobleskill to Roseboom, 21 miles, and back, three times a week.

Bidders' names.	Sum per annum.
A. H. Watkins.....	\$580. 000.
Jacob Cole.....	480, one-horse vehicle.
Henry A. Hynds.....	478, one-horse wagon or sleigh.
Alexander M. Webster.....	400, one-horse carriage.
Orson Root.....	374. 000. <i>Accepted April 25, 1857.</i>
<i>After time.</i>	
Jacob Cole.....	396, one or two-horse coach.
Henry A. Hynds.....	390, two-horse coach.

Contract made with Orson Root, dated April 25, 1857, at \$374 per annum.

Leave Cobleskill Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Roseboom by 12 m.

Leave Roseboom Tuesday, Thursday, and Saturday, at 1½ p. m.; arrive at Cobleskill by 7 p. m.

ROUTE No. 1168.

From Richmondville to Oneonta, 33 miles, and back, three times a week.

Bids for six trips a week invited.

Bidders' names.	Sum per annum.
Orson Root.....	\$1,395, two-horse stage, six times a week. 880, two-horse stage. <i>Accepted April 25, 1857.</i>

Contract made with Orson Root, dated April 25, 1857, at \$880 per annum.

Leave Richmondville Tuesday, Thursday, and Saturday, at 3 p. m.; arrive at Oneonta by 10 p. m.

Leave Oneonta Monday, Wednesday, and Friday, at 1 a. m.; arrive at Richmondville by 9 a. m.

ROUTE No. 1169.

From Richmondville to Davenport, 21 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Orson Root.....	\$680, two-horse stage. <i>Accepted April 25, 1857.</i>

Contract made with Orson Root, dated April 25, 1857, at \$680 per annum.

Leave Richmondville daily, except Sunday, at 3 p. m.; arrive at Davenport by 8½ p. m.

Leave Davenport daily, except Sunday, at 4 a. m.; arrive at Richmondville by 9 a. m.

ROUTE No. 1170.

From Amsterdam to Northville, 25 miles, and back, six times a week to Broadalbin, three times a week the residue.

Contractor to have the privilege of omitting Union Mills from the main route, and furnishing it twice a week by side mails.

Bidders' names.	Sum per annum.
M. L. Kinyon.....	\$580, two-horse carriage.
J. V. Marsella.....	544, four or two-horse coach (as may be required) all the way, daily. <i>Accepted April 25, 1857.</i>
Calvin Forbes.....	448, four-horse post-coach seven months, and two-horse post-coach five months.
J. V. Marsella.....	444, two or four-horse coach, as may be required.

CONTRACTS FOR CARRYING THE MAILS.

Contract made with J. V. Marselis, dated April 25, 1857, at \$544 per annum, for daily service.

Leave Amsterdam daily, except Sunday, at 11 a. m.; arrive at Northville by 5 p. m.

Leave Northville daily, except Sunday, at 6 a. m.; arrive at Amsterdam by 11 a. m.

ROUTE No. 1171.

From Amsterdam to Bakersville, 17 miles, and back, six times a week to Galway, and tri-weekly the residue.

Bidders' names.	Sum per annum.
M. L. Kinyon.....	\$560, two-horse carriage.
Wm. Briggs	350, three times a week, two-horse coach. Schedule proposed. Omit North Galway.
D. S. Bartlett	349, two-horse wagon to Galway; horse residue.
W. W. Walker.....	1,000, two-horse coach.
Warren W. Allen.....	374, three times a week, two-horse coach. Schedule proposed.
Wm. Gibson.....	580, two-horse covered carriage.
Samuel Barker	348, three times a week; omit Galway. Schedule proposed.
	474, two-horse coach.
John Gibson.....	295, two-horse coach to Galway; horse coach residue. Schedule proposed. <i>Accepted April 25, 1857.</i>
C. R. Wilcox	400, two-horse stage to Galway; horse coach residue. Omit North Galway.
Samuel Mosher.....	574, two-horse coach. Schedule reversed.
	374, three times a week over whole route; omit North Galway. Schedule proposed.

Contract made with John Gibson, dated April 25, 1857, at \$295 per annum.

Leave Amsterdam daily, except Sunday, at 1 p. m.; arrive at Galway by 4 p. m.

Leave Galway Tuesday, Thursday, and Saturday, at 4½ p. m.; arrive at Bakersville by 6 p. m.

Leave Bakersville Tuesday, Thursday, and Saturday, at 6½ p. m.; arrive at Galway by 8 p. m.

Leave Galway daily, except Sunday, at 8 a. m.; arrive at Amsterdam by 11 a. m.

ROUTE No. 1172.

From Amsterdam to Esperance, 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
A. B. Simpkins.....	\$500.
Jesse D. Smith.....	354.
L. D. Lum	350, to Burtonville, one-horse wagon.
Robert Barkruff	325, one-horse vehicle.
Orson Root	320. 000.
Adam Patterson.....	285, one-horse wagon.
Philip Estes.....	375, one or two-horse carriage; end at Burtonville. Schedule proposed.
E. B. Vought.....	245, one-horse coach; end at Burtonville. <i>Accepted April 25, 1857.</i>

Contract made with E. B. Vought, dated April 25, 1857, at \$245 per annum.

Leave Amsterdam Tuesday, Thursday, and Saturday, at 1½ p. m.; arrive at Burtonville by 4½ p. m.

Leave Burtonville Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Amsterdam by 12 m.

ROUTE No. 1173.

From Fonda to Newkirk's Mills, 16 miles, and back, once a week.

Bids to run twice a week invited.

Bidders' names.	Sum per annum.
T. V. & J. C. Kibbe.....	\$300, one-horse carriage.
Jesse D. Smith.....	130. <i>Accepted April 25, 1857.</i>

Contract made with Jesse D. Smith, dated April 25, 1857, at \$130 per annum.
 Leave Fonda Friday at 11½ a. m.; arrive at Newkirk's Mills by 2½ p. m.
 Leave Newkirk's Mills Friday at 3 p. m.; arrive at Fonda by 6½ p. m.

ROUTE No. 1174.

From Fonda to Osborne's Bridge, 22 miles, and back, six times a week to Kingsborough, tri-weekly the residue; with six additional weekly mails between Fonda and Johnstown.

Bidders' names.	Sum per annum.
M. L. Kinyon.....	\$788, two-horse carriage.
Jeremiah V. Marsells.....	694, four and two-horse coach.
T. V. & J. C. Kibbe.....	300, four-horse coach to Kingsborough, and two-horse carriage residue. <i>Accepted April 25, '57.</i>
	500, two-horse carriage, Fonda to Northville.

Contract made with T. V. & J. C. Kibbe, dated April 25, 1857, at \$300 per annum.
 Leave Fonda daily, except Sunday, at 12 m.; arrive at Kingsborough by 2 p. m., and at Osborne's Bridge Tuesday, Thursday, and Saturday, by 5½ p. m.
 Leave Osborne's Bridge Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Kingsborough by 9 a. m., and at Fonda daily, except Sunday, by 11 a. m.
 Leave Fonda daily, except Sunday, at 6 p. m.; arrive at Johnstown by 7 p. m.
 Leave Johnstown daily, except Sunday, at 4 p. m.; arrive at Fonda by 5 p. m.

ROUTE No. 1175.

From Fonda to Charleston, 9 miles, and back, three times a week to Glen, and once a week the residue.

Bidders' names.	Sum per annum.
T. V. & J. C. Kibbe.....	\$300, one-horse carriage.
Enos Cole	136. <i>Accepted April 25, 1857.</i>

Contract made with Enos Cole, dated April 25, 1857, at \$136 per annum.
 Leave Fonda Saturday at 11 a. m.; arrive at Charleston by 1 p. m.
 Leave Charleston Saturday at 2 p. m.; arrive at Fonda by 4 p. m.
 Leave Fonda Tuesday and Thursday at ½ p. m.; arrive at Glen by 1½ p. m.
 Leave Glen Tuesday and Thursday at 3 p. m.; arrive at Fonda by 4 p. m.

ROUTE No. 1176.

From Johnstown to Brockett's Bridge, 22 miles, and back, once a week.
 Proposals for semi-weekly service invited.

Bidders' names.	Sum per annum.
Adam B. Morey.....	\$100 00, two-horse carriage.
	150 00, two-horse carriage, twice a week.
A. P. Loomer.....	89 44, nine months, two-horse covered conveyance.
Daniel G. Brown	75 00, one-horse carriage.
	98 00, twice a week. <i>Accepted April 25, 1857.</i>
Jesse D. Smith.....	189 00.
Solomon Cramer.....	93 60, or \$1 80 per trip; wagon.

Contract made with Daniel G. Brown, dated April 25, 1857, at \$98 per annum.
 Leave Johnstown Wednesday and Saturday at 1½ p. m.; arrive at Brockett's Bridge by 6½ p. m.
 Leave Brockett's Bridge Wednesday and Saturday at 4 a. m.; arrive at Johnstown by 9½ a. m.

ROUTE No. 1177.

From Palatine Bridge to Cooperstown, 27 miles, and back, six times a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
John L. Dodge.....	\$1,650, two-horse coach.
A. H. Watkins.....	1,480, two-horse coach.
Samuel Allen.....	1,200, two-horse coach.
Henry Bates.....	794, two-horse coach. <i>Accepted April 25, 1857.</i>
Webster Wagoner (after time)...	775, four-horse coach to Cherry Valley; two-horse coach residue.

Contract made with Henry Bates, dated April 25, 1857, at \$794 per annum.
 Leave Palatine Bridge daily, except Sunday, at 12 m.; arrive at Cooperstown by 6 p. m.
 Leave Cooperstown daily, except Sunday, at 6 a. m.; arrive at Palatine Bridge by 12 m.

ROUTE No. 1178.

From Canajoharie to Schoharie, 23 miles, and back, twice a week.
 Bids for tri-weekly trips invited.

Bidders' names.	Sum per annum.
James McNeill.....	\$350, two-horse stages, three times a week. <i>Accepted April 25, 1857.</i>
	315.
Orson Root.....	298, two-horse stages; or 398, three times a week.

Contract made with James McNeill, dated April 25, 1857, at \$350 per annum.
 Leave Canajoharie Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Schoharie by 7 p. m.
 Leave Schoharie Monday, Wednesday, and Friday, at 2 p. m.; arrive at Canajoharie by 8 p. m.

ROUTE No. 1179.

From Canajoharie to Gardnersville, 17 miles, and back, twice a week.
 Bids for tri-weekly trips invited.

Bidders' names.	Sum per annum.
David Hynds.....	\$350, one-horse wagon.
Charles Hobbs.....	325. 000.
Peter Hinds.....	311, one-horse wagon. 466, three times a week.
Peter M. Brown.....	299. 000.
Orson Root.....	194. 000; or 290, three times a week. <i>Accepted April 25, 1857.</i>
Samuel Beekman.....	300, one-horse wagon.
(After time.)	
Samuel Beekman.....	275, one-horse wagon.
Peter Hinds.....	296, one or two-horse, <i>pro rata</i> for three times a week.

Contract made with Orson Root, dated April 25, 1857, at \$290 per annum, for three times a week service.

Leave Canajoharie Tuesday, Thursday, and Saturday, at 12 m.; arrive at Gardnersville by 4 p. m.

Leave Gardnersville Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Canajoharie by 10 a. m.

ROUTE No. 1180.

From Canajoharie to Sharon Centre, 11 miles, and back, six times a week, from 1st June to 1st October, and semi-weekly residue of year.

The weekly trips to be performed on Tuesday and Friday.

Bids to extend by Sharon to Carlisle invited.

Bidders' names.	Sum per annum.
William Hutt.....	\$400, six times a week, two or four-horse coach; and at Sharon Springs.
Peter Lane.....	300, two-horse coach.

Bidders' names.	Sum per annum.
William Hutt.....	\$300, six times a week four months, three times a week residue of year; two-horse covered conveyance between Canajoharie and Sharon Springs. <i>Accepted April 25, 1857.</i>
Peter Lane	200, two-horse coach to Sharon Springs. 150. No guaranty.

Contract made with William Hutt, dated April 25, 1857, at \$300 per annum.
 Leave Canajoharie daily, except Sunday, at 12 m.; arrive at Sharon Springs by 3 p. m.
 Leave Sharon Springs daily, except Sunday, at 6 p. m.; arrive at Sharon Centre by 6 p. m.
 Leave Sharon Centre daily, except Sunday, at 6½ p. m.; arrive at Sharon Springs by 7 p. m.
 Leave Sharon Springs daily, except Sunday, at 8½ a. m.; arrive at Canajoharie by 11 a. m.

ROUTE No. 1181.

From Fort Plain to Cooperstown, 28 miles, and back, six times a week.
 Bids to run half the trips *via* East Springfield, Salt Springville, and Frey's Bush, will be considered; also, bids to extend to Oneonta, superseding 1186.

Bidders' names.	Sum per annum.
J. L. Dodge	\$3, 108, two-horse coach, extend to Oneonta. 1, 700, two-horse coach.
Samuel Allen	1, 100, four-horse coach, three times a week, <i>via</i> East Springfield, Salt Springville, and Frey's Bush, as invited. 800, four-horse coach.
Henry Bates	794, two-horse coach.

Proposal of Samuel Allen, at \$800, accepted December 1, and contract made from July 1, 1857.

ROUTE No. 1182.

From Fort Plain to Cherry Valley, 13 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John L. Dodge	\$626, two-horse coach.
B. F. Wakefield.....	570, two-horse coach.
Henry Bates	448, two-horse coach.
Samuel Allen	400, two-horse hack.
A. H. Watkins.....	300, two-horse coach. 540, six times a week.
Jesse D. Smith.....	288.

(Not let; superseded by acceptance on route No. 1186.)

ROUTE No. 1183.

From Cherry Valley to Milford, 18 miles, and back, three times a week.
 Bids to carry daily, except Sunday, invited.

Bidders' names.	Sum per annum.
Benjamin F. Wakefield.....	\$495, two-horse coach. 970, six times a week.
A. C. Parshall	800, six times a week, two-horse coach.
Samuel Allen	500, two-horse hack. 700, daily, except Sunday.
Eugene C. North	450, two-horse carriage, six times a week. <i>Accepted April 25, 1857.</i> 350, two-horse carriage.

Contract made with Eugene C. North, dated April 25, 1857, at \$450 per annum.
 Leave Cherry Valley daily, except Sunday, at 3 p. m.; arrive at Milford by 7 p. m.
 Leave Milford daily, except Sunday, at 5 a. m.; arrive at Cherry Valley by 9 a. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1184.

From Cherry Valley to Bridgewater, 27 miles, and back, 3 times a week.

Bidders' names.	Sum per annum.
Henry Bates	\$994, one horse coach.
John Bawker	900, two-horse coach.
A. H. Wakins.....	780.
John Bailey.....	590, two-horse coach.
Hamilton Bailey.....	580, two-horse coach.
H. L. Farnham	575, two-horse coach.
Zenas E. Allen.....	570, two-horse coach. <i>Accepted April 25, 1857.</i>
John Winn.....	500. No guaranty.

Contract made with Zenas E. Allen, dated April 25, 1857, at \$570 per annum.

Leave Cherry Valley Tuesday, Thursday, and Saturday, at 3 p. m.; arrive at Bridgewater by 9 p. m.

Leave Bridgewater Monday, Wednesday, and Friday, at 12 m.; arrive at Cherry Valley by 6 p. m.

ROUTE No. 1185.

From Richfield Springs to Cedarville, 11 miles, and back, three times a week.

Bids to run six times a week invited.

Bidders' names.	Sum per annum.
C. O. Allen.....	\$588, six times a week.
H. L. Farnham.....	385.
C. O. Allen.....	294.
Warner Bell.....	290, one-horse carriage.
	390, one-horse carriage; six times a week.
Thomas Winn.....	250. No guaranty.
Wellington Otterbin.....	234, one-horse conveyance. <i>Accepted April 25, 1857.</i>
	400, one-horse conveyance; six times a week.
John Bailly.....	375.
M. H. Wheeler.....	300, one-horse coach.
	450, six times a week.

Contract made with Wellington Otterbin, dated April 25, 1857, at \$234 per annum.

Leave Richfield Springs Monday, Wednesday, and Friday, at 2 p. m.; arrive at Cedarville by 4½ p. m.

Leave Cedarville Monday, Wednesday, and Friday, at 11 a. m.; arrive at Richfield Springs by 1½ p. m.

ROUTE No. 1186.

From Cooperstown to Oneonta, 23 miles, and back, six times a week.

Bidders' names.	Sum per annum.
John L. Dodge.....	\$1,408, two-horse coach.
Samuel Allen	1,200, two-horse coach. Fort Plain, <i>via</i> Frey's Bush, Salt Springville, Springfield, and Cooperstown, to Oneonta; schedule proposed. <i>Accepted April 25, 1857.</i>
B. F. Wakefield.....	895.
T. L. Watkins.....	787, two-horse coach.
Samuel Allen	750, two-horse coach.

Contract made with Samuel Allen, dated April 25, 1857, at \$1,200 per annum, for service between Fort Plain and Oneonta, six times a week, with three additional weekly trips to Cooperstown, *via* Frey's Bush, &c.

Leave Fort Plain daily, except Sunday, at 9 a. m.; arrive at Oneonta by 7 p. m.

Leave Oneonta daily, except Sunday, at 5 a. m.; arrive at Fort Plain by 4 p. m.

Leave Fort Plain Monday, Wednesday, and Friday, at 1 p. m.; arrive at Cooperstown by 7 p. m.

Leave Cooperstown Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Fort Plain by 11 a. m.

ROUTE No. 1187.

From Cooperstown to Morris, 28 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Waterman, Eldred & Co.....	\$700,000. Two-horse coach. 700,000. Schedule proposed.
B. F. Wakefield.....	695, two-horse coach.
George F. Gage.....	690, two-horse coach. <i>Accepted April 25, 1857.</i>
Alonzo Eldred, (after time.)....	672, two-horse coach.

Contract made with George F. Gage, dated April 25, 1857, at \$690 per annum.
Leave Cooperstown daily, except Sunday, at 8 p. m.; arrive at Morris next day by 1 a. m.
Leave Morris daily, except Sunday, at 5 a. m., and from April 1 to October 1 at 7 a. m.;
arrive at Cooperstown by 11½ a. m., and from April 1 to October 1 by 3 p. m.

ROUTE No. 1188.

From Cooperstown to Worcester, 19 miles, and back, twice a week, with a third weekly trip between Middlefield and Westford.

The third trip to Westford to be run on Thursday.

Bidders' names.	Sum per annum.
Daniel Shays.....	\$274, one-horse conveyance.
Wm. Black.....	240, one-horse carriage. <i>Accepted April 25, 1857.</i>
Charles Kaple.....	240,000. (Informal.)
Wm. Black.....	240. No guaranty.
Charles Kaple.....	240.

Contract made with Wm. Black, dated April 25, 1857, at 240 per annum.
Leave Cooperstown Tuesday and Saturday at 1 p. m.; arrive at Worcester by 5½ p. m.
Leave Worcester Tuesday and Saturday at 6 a. m.; arrive at Cooperstown by 10½ a. m.

ROUTE No. 1189.

From Cooperstown to Norwich, 44 miles, and back, three times a week.
Proposals for six trips a week invited.

Bidders' names.	Sum per annum.
Uriah T. Harvey.....	\$1,790, two-horse coach, six times a week.
E. S. Day.....	1,140, two-horse coach.
	1,370, two horse coach, six times a week.
Uriah T. Harvey.....	1,030, two-horse coach.
Rufus S. Conklin.....	1,000, two-horse coach, three times a week.
	1,200, two-horse coach, six times a week.
J. V. P. Gardner	994, two-horse coach.
	1,694, two-horse coach, six times a week.
Samuel Brownell, jr.....	994.
	1,398, six times a week.
J. V. P. Gardner.....	848, two horse coach. <i>Accepted April 25, 1857.</i>
	1,389, six times a week.

Contract made with J. V. P. Gardner, dated April 25, 1857, at \$848 per annum.
Leave Cooperstown Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Norwich by 7½ p. m.
Leave Norwich Monday, Wednesday, and Friday, at 5 a. m.; arrive at Cooperstown by 3 p. m.

ROUTE No. 1190.

From St. Johnsville to Whitesburg, 15 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Emory G. Storms.....	\$312, one-horse carriage; two if necessary. <i>Accepted April 25, 1857.</i>
J. Storms, jr.....	312, one-horse carriage. No guaranty.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names. (After time)	Sum per annum.
Robert Yonker.....	149, two-horse carriage.
Eli Ladew.....	104.
Andrew Carroll.....	150, one-horse wagon.
Daniel Guide.....	208, two-horse coach. End at Lotville.

Contract made with Emory G. Storms, dated April 25, 1857, at \$312 per annum.
 Leave St. Johnsville Tuesday and Friday at 12 m.; arrive at Whitesburg by 4 p. m.
 Leave Whitesburg Tuesday and Friday at 6 a. m.; arrive at St. Johnsville by 10 a. m.

ROUTE No. 1191.

From Little Falls to Trenton, 32 miles, and back, six times a week to Newport, and tri-weekly the residue.

Bids to run the entire route six times a week invited; also, bids to run from Herkimer, instead of Little Falls.

Bidders' names.	Sum per annum.
M. L. Kinyon.....	\$900, two-horse carriage; or 1,100, six times a week.
Payne & Brother	500, two-horse coach, six times a week, for entire route. 450, two-horse coach. 450, two-horse coach; commence at Herkimer, instead of Little Falls. 400, two-horse coach; commence at Herkimer, six times a week, to Newport; three times a week residue.
L. D. Barber.....	500, two-horse carriage.
W. Galusha and A. Coppenoll..	450, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Galusha & Coppenoll, dated April 25, 1857, at \$450 per annum.
 Leave Little Falls daily, except Sunday, at 1 p. m.; arrive at Newport by 4½ p. m.
 Leave Newport Monday, Wednesday, and Friday, at 5 p. m.; arrive at Trenton by 8 p. m.
 Leave Trenton Tuesday, Thursday, and Saturday, at 5 a. m.; arrive at Newport by 8½ a. m.
 Leave Newport daily, except Sunday, at 9 a. m.; arrive at Little Falls by 12 m.

ROUTE No. 1192.

From Little Falls to Stratford, 20 miles, and back, six times a week.
 Proposals omitting Salisbury invited.

Bidders' names.	Sum per annum.
M. L. Kinyon.....	\$700, two-horse carriage.
Joseph Petrie	600, two or four-horse conveyance.
Levi Wood	528, two-horse covered coach. 435, omit Salisbury.
Joseph Petrie	400, four-horse conveyance; omit Salisbury. <i>Accepted April 25, 1857.</i>

Contract made with Joseph Petrie, dated April 25, 1857, at \$400 per annum.
 Leave Little Falls daily, except Sunday, at 1 p. m.; arrive at Stratford by 7½ p. m.
 Leave Stratford daily, except Sunday, at 5 a. m.; arrive at Little Falls by 12 m.

ROUTE No. 1193.

From Little Falls to Newville, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$94 00.
Erastus Jones	70 00, one-horse wagon.
Jacob Miller.....	52 00. ooo.
Henry W. Carver.....	51 25, one-horse coach. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

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Contract made with Henry W. Carver, dated April 25, 1857, at \$51 25 per annum.
 Leave Little Falls Friday at 1 p. m. ; arrive at Newville by 3 p. m.
 Leave Newville Friday at 10 a. m. ; arrive at Little Falls by 12 m.

ROUTE No. 1194.

From Little Falls to Jordanville, 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
George Eastwood.....	\$160, three times a week.
Jesse D. Smith.....	112.
George Hoyer.....	65 ; no guaranty or certificate. 65. <i>Accepted April 25, 1857.</i>

Contract made with George Hoyer, dated April 25, 1857, at \$65 per annum.
 Leave Little Falls Thursday at 2 p. m. ; arrive at Jordanville by 6 p. m.
 Leave Jordanville Thursday at 7 a. m. ; arrive at Little Falls by 11 a. m.

ROUTE No. 1195.

From Little Falls to Graysville, 20 miles, and back, once a week.
 Proposals for more frequent service invited.

Bidders' names.	Sum per annum.
L. D. Barber.....	\$300, three times a week, two-horse carriage.
Jesse D. Smith.....	159. <i>Accepted April 25, 1857.</i>
Henry Bates.....	125, one-horse coach, } 240, twice a week, } end at Salisbury. 350, three times a week, }
(After time.)	
Charles Johnson.....	500, two-horse top or open carriage, as roads will permit. 250, two-horse top or open carriage, as roads will permit ; three times a week. 99, two-horse top or open carriage, as roads will permit.

Contract made with Jesse D. Smith, dated April 25, 1857, at \$159 per annum.
 Leave Little Falls Monday at 2 p. m. ; arrive at Graysville by 7 p. m.
 Leave Graysville Monday at 7 a. m. ; arrive at Little Falls by 12 m.

ROUTE No. 1196.

From Herkimer to Cooperstown, 32 miles, and back, six times a week to Richfield Springs, tri-weekly the residue.

Bidders' names.	Sum per annum.
Zenas E. Allen.....	\$794, two-horse coach.
John Bailey.....	750, two-horse coach. <i>Accepted April 25, 1857.</i>
Hamilton Bailey.....	975, six times a week, two-horse stage.

Contract made with John Bailey, dated April 25, 1857, at \$750 per annum.
 Leave Herkimer daily, except Sunday, at 4 1/4 p. m. ; arrive at Richfield Springs by 4 1/4 p. m.
 Leave Richfield Springs Monday, Wednesday, and Friday, at 4 1/4 p. m. ; arrive at Cooperstown by 8 p. m.
 Leave Cooperstown Tuesday, Thursday, and Saturday, at 4 a. m. ; arrive at Richfield Springs by 7 a. m.
 Leave Richfield Springs daily, except Sunday, at 7 1/4 a. m. ; arrive at Herkimer by 11 a. m.

ROUTE No. 1197.

From Ilion to West Winfield, 15 miles, and back, three times a week.
 Bids for six trips a week invited.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
E. P. Thorp	\$675, two-horse carriage, six times a week, as invited.
Zenas E. Allen	572, two-horse coach, six times a week.
Thomas Wright	548, two-horse conveyance.
	998, six times a week.
E. Carpenter	525, two-horse carriage.
	750, two-horse carriage, six times a week.
George F. Gage	300, two-horse coach.
	540, six times a week.
Warren Galusha	300, two-horse carriage.
Henry Bates	280, two-horse coach. <i>Accepted April 25, 1857.</i>
	574, two-horse coach, six times a week.
Zenas E. Allen	287, two-horse coach.

Contract made with Henry Bates, dated April 25, 1857, at \$280 per annum.

Leave Ilion Monday, Wednesday, and Friday, at 1 p. m.; arrive at West Winfield by 4 p. m.

Leave West Winfield Monday, Wednesday, and Friday, at 5 p. m.; arrive at Ilion by 8 p. m.

ROUTE No. 1198.

From Clayville to West Winfield, 9 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Henry Bates	\$340, two-horse coach.
Zenas E. Allen	323, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Zenas E. Allen, dated April 25, 1857, at \$323 per annum.

Leave Clayville daily, except Sunday, at 4 p. m.; arrive at West Winfield by 5½ p. m.

Leave West Winfield daily, except Sunday, at 7 a. m.; arrive at Clayville by 8½ a. m.

ROUTE No. 1199.

From Schuyler's Lake to West Exeter, 6 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Nathan Davis	\$125, three times a week. <i>Accepted April 25, 1857.</i>
	100.

Contract made with Nathan Davis, dated April 25, 1857, at \$125 per annum.

Leave Schuyler's Lake Tuesday, Thursday, and Saturday, at 12 m.; arrive at West Exeter by 2 p. m.

Leave West Exeter Tuesday, Thursday, and Saturday, at 3 p. m.; arrive at Schuyler's Lake by 5 p. m.

ROUTE No. 1200.

From Utica to Boonville, 35 miles, and back, six times a week. Proposals to run twelve times a week invited.

Bidders' names.	Sum per annum.
Ela. Merriam, vice-president of Black River & Utica Railroad.	\$3,500, railroad cars. 200, railroad cars, additional for a second through mail from May 1 to December 1.
Henry Bates	3,500, two-horse spring wagon. Schedule proposed.
Sam'l Brownell, jr.	3,445, two-horse coach. Schedule changed.

Service performed by Black River and Utica Railroad Company, at \$2,625 per annum.

ROUTE No. 1201.

From Utica to Russia, 14 miles, and back, twice a week. Proposals to embrace South Trenton invited, also proposals to commence at Trenton instead of Utica. Bids for three trips a week invited.

Bidders' names.	Sum per annum.
Wm. Colwell.....	\$400, two-horse coach, three times a week.
Henry Bates.....	324, two-horse carriage.
Wm. Colwell.....	200, two-horse coach. <i>Accepted April 25, 1857.</i>
	180. Deerfield to South Trenton, three times a week.

Contract made with Wm. Colwell, dated April 25, 1857, at \$300 per annum.
 Leave Utica Tuesday and Friday at 2 p. m.; arrive at Russia by 6 p. m.
 Leave Russia Tuesday and Friday at 7 a. m.; arrive at Utica by 11 a. m.

ROUTE No. 1202.

From Utica to Morris, 45 miles, and back, three times a week. Contractor to be allowed to supply Litchfield by side mail, if preferred. Bids for six trips a week invited.

Bidders' names.	Sum per annum.
C. O. Allen.....	\$1,343, two-horse coach, six times a week.
Ezra S Day.....	1,195, two-horse coach.
	1,490, two-horse coach; six times a week to Litchfield, three times a week residue.
Thos. Wright.....	974, two-horse conveyance.
	1,574, two-horse carriage, six times a week.
Henry Bates.....	898, two-horse coach.
	1,498, two-horse coach, six times a week.
C. O. Allen.....	722, two-horse coach. <i>Accepted April 25, 1857.</i>
Sam'l Brownell, jr.....	724, two-horse coach.
	1,389, two horse coach, six times a week.

Contract made with C. O. Allen, dated April 25, 1857, at \$722 per annum.
 Leave Utica Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Morris by 6 p. m.
 Leave Morris Monday, Wednesday, and Friday, at 5 a. m.; arrive at Utica by 2 p. m.

ROUTE No. 1203.

From Utica to Oneonta, 57 miles, and back, six times a week. Proposals embracing six additional weekly trips as far as Bridgewater invited.

Bidders' names.	Sum per annum.
J. V. P. Gardner.....	\$2,535, four-horse coach to New Berlin, two-horse coach residue.
	2,985, four-horse coach to New Berlin, two-horse coach residue, with six additional trips to Bridgewater in two-horse coach. <i>Accepted April 25, 1857.</i>
Jonathan B. Harvey.....	2,450, four-horse coach to New Berlin, two-horse coach residue.

Contract made with J. V. P. Gardner, dated April 25, 1857, at \$2,985 per annum.
 Leave Utica daily, except Sunday, at 9 a. m.; arrive at Oneonta by 8 p. m.
 Leave Oneonta daily, except Sunday, at 5 a. m.; arrive at Utica by 4 p. m.

Schedule for additional trips.

Leave Utica daily, except Sunday, at 3 p. m.; arrive at Bridgewater by 6½ p. m.
 Leave Bridgewater daily, except Sunday, at 7 a. m.; arrive at Utica by 10½ a. m.

ROUTE No. 1204.

From Utica to Smyrna, 41 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Thos. Wright.....	\$1,948, four-horse coach to Waterville, two-horse coach residue.
Henry Bates.....	1,794, two-horse coach.
Wm. C. Benjamin.....	1,739, two-horse coach.

CONTRACTS FOR CARRYING THE MAILS.

Bidder's name.	Sum per annum.
Wm. C. Benjamin.....	1,639, two-horse coach; supply North Brookfield with side supply from Sangersfield, it being off the main road, and increasing the distance 1½ miles. <i>Accepted April 25, 1857.</i>

Contract made with Wm. C. Benjamin, dated April 25, 1857, at \$1,639 per annum.
 Leave Utica daily, except Sunday, at 2½ p. m.; arrive at Smyrna by 12 night.
 Leave Smyrna daily, except Sunday, at 5 a. m.; arrive at Utica by 2 p. m.

ROUTE No. 1205.

From Utica to Hamilton, 28 miles, and back, six times a week. Proposals to extend to Norwich, superseding No. 1209, will be considered.

Bidders' names.	Sum per annum.
J. V. P. Gardner.....	\$1,373, four-horse coach. 2,473, four-horse coach; extend to Norwich. 1,298, four-horse coach; privilege to supply Madison from Solsville with side supply; one hour additional time allowed. 2,398, four-horse coach; extend to Norwich.
Dan'l Ostrander & David Seaman.	787, four-horse coach. <i>Accepted April 25, 1857.</i>

Accepted bidders having failed, contract made with J. V. P. Gardner, dated August 6, 1857, at \$1,373 per annum.

Leave Utica daily, except Sunday, at 9 a. m.; arrive at Hamilton by 1½ p. m.
 Leave Hamilton daily, except Sunday, at 11½ a. m.; arrive at Utica by 4 p. m.

ROUTE No. 1206.

From Utica, by Kirkland and Lairdsville, to Vernon, 17 miles, and back, six times a week. Proposals to extend to Oneida will be considered.

Bidders' names.	Sum per annum.
J. V. P. Gardner	\$689, two-horse coach. 929, two-horse coach; extend to Oneida.
John P. Knox.....	160, two-horse coach, Vernon to Oneida, six times a week.
Patrick Farrell	150, two-horse stage; extend to Oneida, via Oneida Castle.
John J. Knox.....	600, two-horse coach. <i>Accepted April 25, 1857.</i> 180, two-horse coach, additional; extend to Oneida.

Contract made with John J. Knox, dated April 25, 1857, at \$600 per annum. Transferred to and made with C. O. Allen, at \$600, from July 1.

Leave Utica daily, except Sunday, at 2½ p. m.; arrive at Vernon by 5½ p. m.
 Leave Vernon daily, except Sunday, at 6 a. m.; arrive at Utica by 9 a. m.

ROUTE No. 1207.

From Utica to Westmoreland, 13 miles, and back, six times a week.

Bidders' names.	Sum per annum.
J. V. P. Gardner	\$374, two-horse coach. <i>Accepted April 25, 1857.</i>
Wm. C. Champlin, (after time) ..	400, coach or other vehicle.

Contract made with J. V. P. Gardner, dated April 25, at \$374 per annum.

Leave Utica daily, except Sunday, at 4½ p. m.; arrive at Westmoreland by 7½ p. m.
 Leave Westmoreland daily, except Sunday, at 7 a. m.; arrive at Utica by 10½ a. m.

ROUTE No. 1208.

From Hamilton to Pitcher, 33 miles, and back, six times a week.

Bidders' names.	Sum per annum.
J. V. P. Gardner	\$1,498, one-horse coach.
Norman Smith	800, one-horse vehicle.
John R. Howard.....	798, one-horse buggy. <i>Accepted April 25, 1857.</i>

Contract made with John R. Howard, dated April 25, 1857, at \$798 per annum.
Leave Hamilton daily, except Sunday, at 2 p. m. ; arrive at Pitcher by 8 p. m.
Leave Pitcher daily, except Sunday, at 3 a. m. ; arrive at Hamilton by 9 a. m.

ROUTE No. 1209.

From Hamilton to Norwich, 22 miles, and back, six times a week.
Bids to extend to Oxford will be considered ; also, bids to extend to Chenango Forks,
(superseding No. 1402.)

Bidders' names.	Sum per annum.
Peter W. Clarke.....	\$1,300, four-horse coach.
Dan. Ostrander & David Seaman	797, four-horse coach. <i>Accepted April 25, 1857.</i>

Accepted bidders having failed, contract made with Peter W. Clark, dated July 10, 1857,
at \$1,300 per annum, from July 1.
Leave Hamilton daily, except Sunday, at 2 p. m. ; arrive at Norwich by 5½ p. m.
Leave Norwich daily, except Sunday, at 5 a. m. ; arrive at Hamilton by 9 a. m.

ROUTE No. 1210.

From Rome to Cape Vincent, 97 miles, and back, twelve times a week to Watertown,
and six times a week the remainder.

(No bids.)

Service performed by Watertown and Rome Railroad Company, at \$8,329 per annum.

ROUTE No. 1211.

From Rome to Constableville, 25 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Amos A. Goodall.....	\$996, two-horse coach.
Peter Miller	900, two-horse carriage.
	650, two-horse carriage ; schedule changed.
M. L. Kinyon	580, two-horse coach. <i>Accepted April 25, 1857.</i>
	700, two horse carriage, six times a week ; end at West Leyden, supplying Delta, Stokes, Lee Centre, West Branch, Ava and West Leyden.

Contract made with M. L. Kinyon, dated April 25, 1857, at \$580 per annum.
Leave Rome Tuesday, Thursday, and Saturday, at 2½ p. m. ; arrive at Constableville by
8 p. m.
Leave Constableville Tuesday, Thursday, and Saturday, at 6 a. m. ; arrive at Rome
by 12 m.

ROUTE No. 1212.

From Rome to Boonville, 23 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Elliot Metcalf.....	\$600, two-horse carriage to Hill Side ; horse residue.
	600. No guaranty.
M. L. Kinyon.....	480, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with M. L. Kinyon, dated April 25, 1857, at \$480 per annum.
Leave Rome Monday, Wednesday, and Friday, at 3½ p. m. ; arrive at Boonville by 7
p. m.
Leave Boonville Tuesday, Thursday, and Saturday, at 6½ a. m. ; arrive at Rome by
11 a. m.

ROUTE No. 1213.

From Rome to Hamilton, 28 miles, and back, six times a week, with tri-weekly side
supply of Augusta.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Samuel Brownell, jr.	\$739, two-horse coach.
M. L. Kinyon	692, two-horse coaches.
Samuel Brownell, jr.	689, two-horse coach.
John J. Knox	640, four-horse coach 6 months to Knox's Corners. two-horse coach residue year. <i>Accepted April</i> 25, 1857.

Contract made with John J. Knox, dated April 25, 1857, at \$640 per annum.

Leave Rome daily, except Sunday, at 2½ p. m.; arrive at Hamilton by 7 p. m.

Leave Hamilton daily, except Sunday, at 6 a. m; arrive at Rome by 11 a. m.

ROUTE No. 1214.

From McConnellsville to Central Square, 40 miles, and back, six times a week to Constantia, three times a week the residue.

Proposals to run the entire route six times a week invited.

Bidders' names.	Sum per annum.
William Buckley	\$1,890, two-horse coach.
George Houck	875, two-horse post-coach, six times a week to Constantia. 945, two-horse post-coach six times a week the whole distance.
M. L. Kinyon	780, two-horse coach to Constantia, one horse resi- due. 870, two-horse coach six times a week over entire route.
George Houck	775, four-horse coach. 835, four-horse coach six times a week entire route.
William C. Hanchett	600. 000.
Ebenezer Sanders & Warren G. Brown.	597, two-horse coach six times a week the entire route. <i>Accepted April 25, 1857.</i> 550, two-horse coach.
Marcus Patterson	225, one-horse carriage; commence at Constantia and end at Central Square.

Contract made with Ebenezer Sanders & Warren G. Brown, dated April 25, 1857, at \$597 per annum for six times a week service.

Leave McConnellsville daily, except Sunday, at 5 p. m.; arrive at Central Square next days by 11 a. m.

Leave Central Square daily, except Sunday, at 8 p. m.; arrive at McConnellsville next days by 8 a. m.

ROUTE No. 1215.

From Camden to Redfield, 16 miles, and back, six times a week.

Bids to run six times a week to Florence, tri-weekly the residue, invited.

Bidders' names.	Sum per annum.
William Buckley	\$760. 000.
M. L. Kinyon	548, two-horse coach to Florence, one horse residue. 474, two-horse coach six times a week to Florence, tri-weekly residue.
Henry S. Woods & Levi S. Wilcox	400, two-horse coach.
Daniel Dimick	348, two-horse coach.
Henry S. Woods & Levi S. Wilcox	300, two-horse coach six times a week to Florence; three times a week residue, one-horse vehi- cle; or 350, two-horse coach three times a week from Flo- rence to Redfield.
Augustus Griswold	245, two-horse wagon or conveyance. <i>Accepted</i> <i>April 25, 1857.</i> 200, two-horse wagon daily to Florence, three times a week residue.
Woods & Wilcox	75, three times a week from Florence to Ocoola, one-horse vehicle, in connexion with propo- sal No. 2 100, two-horse coach.

CONTRACTS FOR CARRYING THE MAILS.

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Contract made with Augustus Griswold, dated April 25, 1857, at \$245 per annum.
 Leave Camden daily, except Sunday, at 4 p. m.; arrive at Redfield by 8 p. m.
 Leave Redfield daily, except Sunday, at 4 a. m.; arrive at Camden by 8 a. m.

ROUTE No. 1216.

From Camden to Colosse, 23 miles, and back, three times a week

Bidders' names.	Sum per annum.
William Buckley.....	\$690. 000.
Wm. C. Hanchett.....	600. 000.
Warren G. Brown.....	597, two-horse carriage.
M. L. Kinyon.....	524, two-horse carriage.
Woods & Wilcox.....	496, one-horse vehicle.
Isam Simons.....	475, one or two horse wagon.
Daniel Dimick.....	440, two-horse coach.
Lauren L. Kinyon.....	424, two-horse post-coach. <i>Accepted April 25, 1857.</i>

Contract made with Lauren L. Kinyon, dated April 25, 1857, at \$424 per annum.
 Leave Camden Monday, Wednesday, and Friday, at 8½ a. m.; arrive at Colosse by 3 p. m.
 Leave Colosse Tuesday, Thursday, and Saturday, at 8½ a. m.; arrive at Camden by 3 p. m.

ROUTE No. 1217.

From Oneida to Hamilton, 21 miles, and back, six times a week to Munnsville, and three times a week the residue.

Bids to run the entire route six times a week invited.

Bidders' names.	Sum per annum.
Ovid Wood.....	\$1,050, two-horse coach six times a week. 1,000, omit Bennett's Corners and Oneida Castle.
M. L. Kinyon.....	646, two-horse carriage; or 846, two-horse carriage six times a week all the way.
Patrick Farrell.....	600, two-horse stage six times a week over entire route. 500, two-horse stage.
Sanford Gardner.....	498, two-horse coach six times a week all the way. <i>Accepted April 25, 1857.</i>
Sylvanus Matthewson.....	475, two-horse carriage.
James Gore.....	448, two-horse coach to Munnsville, one-horse carriage-residue; or 400, two-horse coach to Munnsville, and supply Pratt's Hollow and Pine Woods from Bouckville.

Contract made with Sanford Gardner, dated April 25, 1857, at \$498 per annum.
 Leave Oneida daily, except Sunday, at 3 p. m.; arrive at Hamilton by 7 p. m.
 Leave Hamilton daily, except Sunday, at 7 a. m.; arrive at Oneida by 11 a. m.

ROUTE No. 1218.

From Oneida to Oneida Lake, 10 miles, and back, 12 times a week to Durhamville, and three times a week the remainder.

Bidders' names.	Sum per annum.
James W. Hart.....	\$1,100. 000.
C. O. Allen.....	285, two-horse coach.
Chauncey S. Twogood.....	240, two-horse carriage.
Patrick Farrell.....	200.
Stephen Shaffer.....	199, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Stephen Shaffer, dated April 25, 1857, at \$199 per annum.
 Leave Oneida daily, except Sunday, at 6½ a. m. and 3½ p. m.; arrive at Durhamville by 7 a. m. and 4 p. m.
 Leave Durhamville Monday, Wednesday, and Friday, at 4 p. m.; arrive at Oneida Lake by 6 p. m.

CONTRACTS FOR CARRYING THE MAILS.

Leave Oneida Lake Monday, Wednesday, and Friday, at 6½ p. m.; arrive at Durhamville by 8 p. m.

Leave Durhamville daily, except Sunday, at 11 a. m. and 8 p. m.; arrive at Oneida by 11½ a. m. and 8½ p. m.

ROUTE No. 1219.

From Canastota to Hamilton, 23 miles, and back, six times a week.

Bidders' names.	Sum per annum.
M. L. Kinyon.....	\$870, two-horse coach.
Ostrander & Seaman	647, two-horse coach.
James Gore.....	450, two-horse coach, and carry second daily mail between Canastota and Eaton without extra charge. <i>Accepted April 25, 1857.</i>

Contract made with James Gore, dated April 25, 1857, at \$450 per annum, for service twelve times a week to Eaton and six times a week the residue.

Leave Canastota daily, except Sunday, at 9 a. m.; arrive at Hamilton by 2 p. m.

Leave Hamilton daily, except Sunday, at 7 a. m.; arrive at Canastota by 12 m.

Leave Canastota daily, except Sunday, at 3½ p. m.; arrive at Eaton by 7½ p. m.

Leave Eaton daily, except Sunday, at 4 a. m.; arrive at Canastota by 8 a. m.

ROUTE No. 1220.

From Chittenango Station to De Ruyter, 21 miles, and back, twelve times a week to Cazenovia, six times a week the residue.

Bidders' names.	Sum per annum.
M. L. Kinyon	\$1,300, two-horse coach.
Yale Anderson and Abel Wood.	790, four-horse post coach to Cazenovia, two-horse coach residue.
Abel Wood and Yale Anderson.	773, four-horse coach to Cazenovia, two-horse coach residue. <i>Accepted April 25, 1857.</i>
James Chappell, (after time)...	895, two-horse coach.

Contract made with Abel Wood and Yale Anderson, dated April 25, 1857, at \$773 per annum.

Leave Chittenango Station daily, except Sunday, at 4½ a. m. and 4½ p. m.; arrive at Cazenovia by 6½ a. m. and 6½ p. m.

Leave Cazenovia daily, except Sunday, at 7 a. m.; arrive at De Ruyter by 9 a. m.

Leave De Ruyter daily, except Sunday, at 4 a. m.; arrive at Cazenovia by 6 a. m.

Leave Cazenovia daily, except Sunday, at 7 a. m. and 4 p. m.; arrive at Chittenango Station by 9 a. m. and 6 p. m.

ROUTE No. 1221.

From Chittenango to Erieville, 15 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$294.
Anderson & Wood.....	273, one-horse vehicle.
Durham E. Richardson.....	237, horse and wagon.
David P. Griffith.....	228, one-horse vehicle. <i>Accepted April 25, 1857.</i>

Contract made with David P. Griffith, dated April 25, 1857, at \$228 per annum.

Leave Chittenango Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Erieville by 5 p. m.

Leave Erieville Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Chittenango by 12 m.

ROUTE No. 1222.

From Manlius Station to Manlius, 5 miles, and back, twelve times a week.

Bidders' names.	Sum per annum.
George C. Gillson.....	\$650, two-horse coach.
B. F. Wakefield.....	595, two-horse coach.
Henry D. June.....	444, two-horse coach.
John R. Compton	300, two-horse coach.
James Barney.....	290, stage. <i>Accepted April 25, 1857.</i>

Contract made with James Barney, dated April 25, 1857, at \$290 per annum.
 Leave Manlius Station daily, except Sunday, at 9 a. m. and 3½ p. m.; arrive at Manlius by 10 a. m. and 4½ p. m.
 Leave Manlius daily, except Sunday, at 7 a. m. and 2 p. m.; arrive at Manlius Station by 8 a. m. and 3 p. m.

ROUTE No. 1223.

From Manlius to Manlius, 14 miles, twice a week.
 Bids for tri-weekly service invited.

Bidder's name.	Sum per annum.
Henry D. June.....	\$130.
	169, three times a week. <i>Accepted April 25, 1857.</i>

Contract made with Henry D. June, dated April 25, 1857, at \$169 per annum, for three times a week service.
 Leave Manlius, Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Pompey Centre by 8 a. m.; return to Manlius by 10½ a. m.

ROUTE No. 1224.

From Manlius to Delphi, 10 miles, and back, three times a week.
 Bids to run six times a week, also bids to extend to De Ruyter, invited.

Bidders' names.	Sum per annum.
Henry D. June.....	\$400, two-horse covered carriage. 650, two-horse carriage to De Ruyter. 750, Manlius to De Ruyter, six times a week.
James Barney.....	400. 000. Manlius to De Ruyter. 250. 000. <i>Accepted April 25, 1857.</i>
Jesse D. Smith.....	249.

Contract made with James Barney, dated April 25, 1857, at \$250 per annum.
 Leave Manlius Monday, Wednesday, and Friday, at 5 p. m.; arrive at Delphi by 7 p. m.
 Leave Delphi Monday, Wednesday, and Friday, at 10 a. m.; arrive at Manlius by 12 m.

ROUTE No. 1225.

From Apulia to Truxton, 6 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William Schermerhorn	\$300, two-horse post-coach, six times a week. 250, two-horse coach.
Whiting S. Kinney	240, two-horse coach.
John McKeveitt.....	144. 194, 000, six times a week. <i>Accepted April 25, 1857.</i>
Jesse D. Smith.....	159.

Contract made with John McKeveitt, dated April 25, 1857, at \$194 per annum, for six times a week service.
 Leave Apulia daily, except Sunday, at 8 a. m.; arrive at Truxton, by 9½ a. m.
 Leave Truxton daily, except Sunday, at 6 a. m.; arrive at Apulia by 7½ a. m.

ROUTE No. 1226.

From Moravia to Sempronius, 8 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$180.
Chauncey Wright.....	132. <i>Accepted April 25, 1857.</i>

Contract made with Chauncey Wright, dated April 25, 1857, at \$132 per annum.
 Leave Moravia Tuesday, Thursday, and Saturday, at 12 m.; arrive at Sempronius by 2 p. m.
 Leave Sempronius Tuesday, Thursday, and Saturday, at 3 p. m.; arrive at Moravia by 5 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1227.

From Tully to Otisco, 8 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Erastus L. Goodwin.....	\$999.
Jesse D. Smith.....	398.
Jos. Hill & Luther A. P. French..	375, one-horse coach.
Benjamin Barker.....	275, sulky.
Darius D. Tuttle.....	225, 000. South Onondaga to Otisco.
Benjamin Barker.....	219, 000.
Leonard Russell.....	200, one-horse conveyance.
Lorenzo Beach.....	189, one-horse conveyance. <i>Accepted April 25, 1857.</i>
Albert R. Catlin, (after time)....	300. 000.

Contract made with Lorenzo Beach, dated April 25, 1857, at \$189 per annum.

Leave Tully daily, except Sunday, at 11 a. m.; arrive at Otisco by 1 p. m.

Leave Otisco daily, except Sunday, at 8 a. m.; arrive at Tully by 10 a. m.

ROUTE No. 1228.

From Syracuse to Rochester, 104 miles, and back, six times a week, with an additional six times a week mail, exchanging mails only at those places where the express trains stop. (No bidders.)

Service performed by the New York Central Railroad Company, at \$20,800 per annum.

ROUTE No. 1229.

From Syracuse to Oswego, 35½ miles, and back, six times a week, with an additional trip daily, except Sunday, carrying only through mails.

Bidder's name.	Sum per annum.
Oswego & Syracuse Railroad.....	\$140 per mile, railroad cars.

Service performed by the Oswego and Syracuse Railroad Company, at \$3,043 per annum.

ROUTE No. 1230.

From Syracuse to Binghampton, 80 miles, and back, six times a week.

(No bidders.)

Service performed by the Syracuse and Binghampton Railroad Company, at \$3,429 per annum.

ROUTE No. 1231.

From Syracuse to Van Buren, 10 miles, and back, six times a week to Belle Isle, and three times a week the residue.

Bidder's name.	Sum per annum.
Zebina Ryder.....	\$300, one-horse buggy. <i>Accepted April 25, 1857.</i>

Contract made with Zebina Ryder, dated April 25, 1857, at \$300 per annum.

Leave Syracuse daily, except Sunday, at 7 a. m.; arrive at Belle Isle by 9 a. m.;

Leave Belle Isle Tuesday, Thursday, and Saturday, at 9½ a. m.; arrive at Van Buren by 10½ a. m.

Leave Van Buren Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Belle Isle by 12 m.

Leave Belle Isle daily, except Sunday, at 12 m.; arrive at Syracuse by 2 p. m.

ROUTE No. 1232.

From Syracuse to Bridgeport, 13 miles, and back, six times a week, with privilege of supplying Messina Springs by side mails twice a week.

Bidder's name.	Sum per annum.
Wm. Dennis.....	\$340, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Wm. Dennis, dated April 25, 1857, at \$340 per annum.
 Leave Syracuse daily, except Sunday, at 3½ p. m.; arrive at Bridgeport by 6½ p. m.;
 Leave Bridgeport daily, except Sunday, at 8 a. m.; arrive at Syracuse by 11 a. m.

ROUTE No. 1233.

From Syracuse to Central Square, 18 miles, and back, six times a week.

Bidders' names.	Sum per annum.
J. Horton Dewey.....	\$800, two-horse coach; combined with route No. 1292, as now.
George Houck.....	593, two-horse coach.
Lauren L. Kinyon.....	274, two-horse post-coach.
J. Horton Dewey.....	250, two-horse coach.
John McKeveitt.....	244. 000.
Wm. C. Hanchett.....	175, 000. <i>Accepted April 25, 1857.</i>

Contract made with Wm. C. Hanchett, dated April 25, 1857, at \$175 per annum.
 Leave Syracuse daily, except Sunday, at 4 p. m.; arrive at Central Square by 7 p. m.
 Leave Central Square daily, except Sunday, at 11 a. m.; arrive at Syracuse by 2 p. m.

ROUTE No. 1234.

From Syracuse to De Witt, 4½ miles, and back, three times a week.

Bids to carry daily, except Sunday, invited; also, bids to extend by Fayetteville, Manlius, Oran, and Delphi, to De Buyter.

Bidders' names.	Sum per annum.
James Barney.....	\$400, stage; through from Syracuse to De Buyter six times a week. Schedule proposed.
	200, stage.
John McKeveitt	198. 000.
	296, six times a week. 000.
	594, six times a week. 000. Extend to De Buyter.
Henry D. June.....	125, two-horse covered carriage.
	150, two-horse covered carriage six times a week.
	<i>Accepted April 25, 1857.</i>
	850, two-horse covered carriage from Syracuse to De Buyter six times a week.
	750, two-horse covered carriage from Syracuse to De Buyter three times a week.

Contract made with Henry D. June, dated April 25, 1857, at \$150 per annum.
 Leave Syracuse daily, except Sunday, at 3 p. m.; arrive at De Witt by 4 p. m.
 Leave De Witt daily, except Sunday, at 11 a. m.; arrive at Syracuse by 12m.

ROUTE No. 1235.

From Syracuse to Tully Valley, 15 miles, and back, three times a week.

Bids to commence at Onondaga Valley invited; also, to run six times a week.

Bidders' names.	Sum per annum.
Stephen Bailey.....	\$275.
	400, six times a week.
Wm. French	350, two-horse coach.
	450, two-horse coach six times a week.
Calvin H. Haynes	348. 000.
Wm. C. Newell.....	295. 000.
Richard D. and Harriett Cornell	295, two-horse carriage.
Jesse D. Smith.....	294.
John McKeveitt	245. 000.
	420, six times a week.
Albert R. Catlin.....	190. 000. <i>Accepted April 25, 1857.</i>

Contract made with Albert R. Catlin, dated April 25, 1857, at \$190 per annum.

Leave Syracuse Monday, Wednesday, and Friday, at 11 a. m.; arrive at Tully Valley by 2 p. m.

Leave Tully Valley Monday, Wednesday, and Friday, at 6 a. m.; arrive at Syracuse by 9 a. m.

ROUTE No. 1236.

From Syracuse to Amber, 17 miles, and back, six times a week to Onondaga Valley, and three times a week the remainder.

Bids to extend the six times a week service to South Onondaga or to Amber invited.

Bidders' names.	Sum per annum.
Richard D. Cornell and Harriett Cornell	\$495, two-horse coach.
Ira Smith	294, six times a week to South Onondaga and three times a week residue. <i>Accepted April 25, 1857.</i>

Contract made with Ira Smith, dated April 25, 1857, at \$294 per annum.

Leave Syracuse daily, except Sunday, at 3 p. m.; arrive at South Onondaga by 5 p. m.

Leave South Onondaga Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Amber by 11 a. m.

Leave Amber Tuesday, Thursday, and Saturday, at 12 m.; arrive at South Onondaga by 2 p. m.

Leave South Onondaga daily, except Sunday, at 9 a. m.; arrive at Syracuse by 11 a. m.

ROUTE No. 1237.

From Marcellus Depot to Homer, 30 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Warren C. G. Seymour and R. Alvord	\$1,297.
	1,397, two-horse covered carriage.
John McKeveatt	644. 000.
Richard D. and Harriett Cornell	444, two-horse covered carriage. <i>Accepted April 25, 1857.</i>

Contract made with Richard D. and Harriett Cornell, dated April 25, 1857, at \$444 per annum.

Leave Marcellus Depot daily, except Sunday, at 7 a. m.; arrive at Homer by 3 p. m.

Leave Homer daily, except Sunday, at 7 a. m.; arrive at Marcellus Depot by 3 p. m.

ROUTE No. 1238.

From Skaneateles Junction to Skaneateles, 5 miles, and back, twelve times a week.

Bidders' names.	Sum per annum.
B. F. Wakefield	\$575, two-horse coach.
Lauren L. Kinyon	390, two-horse post-coach.
Samuel Brownell, jr.	323, two-horse coach.
Richard D. and Harriett Cornell	245, two-horse covered carriage. <i>Accepted April 25, 1857.</i>
Horace Cornell	200.

Contract made with Richard D. and Harriett Cornell, dated April 25, 1857, at \$245 per annum. Transferred to and made with Horace Cornell, at \$245, from July 1.

Leave Skaneateles Junction daily, except Sunday, at 8½ a. m. and 2½ p. m.; arrive at Skaneateles by 9½ a. m. and 3 p. m.

Leave Skaneateles daily, except Sunday, at 10 a. m. and 5 p. m.; arrive at Skaneateles Junction by 10½ a. m. and 5½ p. m.

ROUTE No. 1239.

From Jordan to Elbridge, $2\frac{1}{2}$ miles, and back, six times a week.

Bidders' names.	Sum per annum.
Samuel Brownell, jr.....	\$143, two-horse coach.
Spencer Morley.....	140, two-horse coach. <i>Accepted April 25, 1857.</i>
	95 additional, will extend to Hart Lot, special office.
	140, two-horse coach.
	115 additional, two-horse coach; extend to Hart Lot.

Contract made with Spencer Morley, dated April 25, 1857, at \$140 per annum.
 Leave Jordan daily, except Sunday, at 2 p. m.; arrive at Elbridge by $2\frac{1}{2}$ p. m.
 Leave Elbridge daily, except Sunday, at 1 p. m.; arrive at Jordan by $1\frac{1}{2}$ p. m.

ROUTE No. 1240.

From Meridian to Wolcott, 16 miles, and back, once a week, with two additional weekly trips between Victory and Westbury.

The additional trips between Victory and Westbury to be run on Tuesday and Saturday.

Bidder's name.	Sum per annum.
Jacob Orvis.....	\$250. 000. <i>Accepted April 25, 1857.</i>

Contract made with Jacob Orvis, dated April 25, 1857, at \$250 per annum.
 Leave Meridian Thursday at 8 a. m.; arrive at Wolcott by 12 m.
 Leave Wolcott Thursday at 2 p. m.; arrive at Meridian by 6 p. m.

ROUTE No. 1241.

From Lamson's to Plainville, 8 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Stephen C. Grippin.....	\$780 00, for four years—\$195 per annum.
Jacob Foster.....	150 00.
Jesse D. Smith.....	134 00. <i>Accepted April 25, 1857.</i>
Stephen Filkins.....	80 00, Plainville to Jack's Reef.
Jabez L. Paul.....	136 50, wagon when roads admit.
	312 00, extend to Jack's Reef.

Contract made with Jesse D. Smith, dated April 25, 1857, at \$134 per annum.
 Leave Lamson's Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Plainville by 9 a. m.
 Leave Plainville Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Lamson's by 1 p. m.

ROUTE No. 1242.

From Central Square to Sandy Creek, 25 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Isam Simons.....	\$1,000, two-horse coach.
Wm. Buckley.....	670, two-horse coach.
Lauren L. Kinyon.....	494, two-horse post-coach.
J. Horton Dewey.....	350, two-horse coach.
Wm. C. Hanchett.....	485. 000. <i>Accepted April 25, 1857.</i>

Contract made with Wm. C. Hanchett, dated April 25, 1857, at \$185 per annum.
 Leave Central Square Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Sandy Creek by $6\frac{1}{2}$ p. m.
 Leave Sandy Creek Tuesday, Thursday, and Saturday, at 5 a. m.; arrive at Central Square by $10\frac{1}{2}$ a. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1243.

From Fulton to Brewerton, 17 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Lauren L. Kinyon	\$344, two-horse post-coach.
Edward S. Cook	320.
Wm. C. Hanchett	250. 000. <i>Accepted April 25, 1857.</i>
Jesse D. Smith.	

Contract made with Wm. C. Hanchett, dated April 25, 1857, at \$250 per annum.
 Leave Fulton Wednesday and Saturday at 1 p. m.; arrive at Brewerton by 5 p. m.
 Leave Brewerton Wednesday and Saturday at 7 a. m.; arrive at Fulton by 11 a. m.

ROUTE No. 1244.

From Fulton to Mexico, 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Isam Simons	\$475, one or two-horse wagon.
Jesse D. Smith	420.
Alpheus Herbert	300, two-horse post-coach.
Lauren L. Kinyon	294, two-horse post-coach.
Marvin Cox	270. 000.
German Gillett	200, two-horse covered wagon. <i>Accepted April, 25 1857.</i>

Contract made with German Gillett, dated April 25, 1857, at \$200 per annum.
 Leave Fulton Monday, Wednesday, and Saturday, at 1 p. m.; arrive at Mexico by 5½ p. m.
 Leave Mexico Monday, Wednesday, and Saturday, at 6½ a. m.; arrive at Fulton by 11 a. m.

ROUTE No. 1245.

From Fulton, by Granby Centre, to Hannibal, 8½ miles, and back, six times a week.
 Bids for tri-weekly trips invited.

Bidders' names.	Sum per annum.
Wm. W. Brackett	\$225, two-horse coach; end at Hannibal Centre.
Jesse D. Smith	198, three times a week.
George A. Leonard	195, coach.
Wm. W. Brackett	195, two-horse coach.
Lauren L. Kinyon	194, two-horse post-coach.
David Wiggins	192. 000.
James W. Burt	190, two-horse post-coach.
Joel Z. Smith	180, covered conveyance.
Wm. Hawks, jr.	174, covered conveyance.
Wm. C. Hoff	169, two-horse covered stage.
Marvin Cox	155. 000. <i>Accepted April 25, 1857.</i>
Orison W. Lund	159, covered coach.

Contract made with Marvin Cox, dated April 25, 1857, at \$155 per annum.
 Leave Fulton daily, except Sunday, at 10 a. m.; arrive at Hannibal by 12 m.
 Leave Hannibal daily, except Sunday, at ½ p. m.; arrive at Fulton by 2½ p. m.

ROUTE No. 1246.

From New Haven to Mellen's Depot, 14 miles, and back, three times a week.
 Proposals to run only to Pulaski invited; also to run six times a week.

Bidders' names.	Sum per annum.
Lauren L. Kinyon	\$400, two-horse coach, commence at Oswego, six times a week.
Wm. C. Hanchett	375, six times a week to Pulaski.
Wm. Buckley	360. 000.
L. L. Kinyon	174, two-horse coach.
	294, two-horse coach, six times a week. <i>Accepted April 25, 1857.</i>
	400, two-horse coach, six times a week; extend to Oswego.

Contract made with Lauren L. Kinyon, dated April 25, 1857, at \$294 per annum, for six times a week service.

Leave New Haven daily, except Sunday, at 7 a. m.; arrive at Mellen's Depot by 10½ a. m.

Leave Mellen's Depot daily, except Sunday, at 1 p. m.; arrive at New Haven by 4½ p. m.

ROUTE No. 1247.

From Oswego to Kasoag, 28 miles, and back, six times a week.

Proposals to carry six times a week on the part to Mexico, and tri-weekly the residue, invited.

Bidders' names.	Sum per annum.
Isam Simons.....	\$1,000, two or four-horse coach, as advertised or as invited.
Marvin Cox.....	950. 000.
German Gillett.....	874, two-horse coach.
	800, two-horse coach.
Marvin Cox.....	800, 000, six times a week to Mexico; three times a week residue.
Alpheus Herbert.....	800, four-horse post-coach to Mexico; two-horse residue.
Wm. C. Hanchett.....	625. 000. <i>Accepted April 25, 1857.</i>
Lauren L. Kinyon.....	694, two-horse post-coach.
	544, two-horse post-coach, six times a week to Mexico; three the residue.
Alpheus Herbert.....	300, two-horse post-coach, three times a week, Mexico to Kasoag.
	200, two-horse post-coach, end at Mexico, six times a week.

Contract made with Wm. C. Hanchett, dated April 25, 1857, at \$625 per annum. Transferred to and made with L. L. Kinyon, at \$625 per annum, from July 1.

Leave Oswego daily, except Sunday, at 4 p. m.; arrive at Mexico by 7 p. m.

Leave Mexico daily, except Sunday, at 8 a. m.; arrive at Oswego by 11 a. m.

Leave Kasoag daily, except Sunday, at 5 p. m.; arrive at Mexico by 8 p. m.

Leave Mexico daily, except Sunday, at 8 a. m.; arrive at Kasoag by 12 m.

ROUTE No. 1248.

From Oswego to Wolcott, 25 miles, and back, three times a week.

Bidders' names.	Sum per annum.
James H. Hyde.....	\$570, two-horse coach.
Albert C. Brewster.....	450, two-horse coach.
Sylvester P. Johnson.....	445, two-horse post-coach.
Adrastus Snedaker.....	365, two-horse coach.
Lauren L. Kinyon.....	294, two-horse post-coach. <i>Accepted April 25, 1857.</i>

Contract made with Lauren L. Kinyon, dated April 25, 1857, at \$294 per annum.

Leave Oswego Monday, Wednesday, and Friday, at 7 a. m.; arrive at Wolcott by ½ p. m.

Leave Wolcott Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Oswego by 6½ p. m.

ROUTE No. 1249.

From Auburn to Oswego, 36 miles, and back, six times a week to Port Byron, three times a week the residue.

Bidder's name.	Sum per annum.
Sylvester P. Johnson.....	\$1,245, two-horse post-coach.
Esra Trull.....	1,000, two-horse coach.
	350, two-horse coach to Port Byron.
	500, two-horse coach, Auburn to Railroad Depot, supplying Port Byron twice a day.
	175, two-horse coach, Port Byron to Depot twice a day.
Richard Dyer.....	985, two-horse carriage.
Lauren L. Kinyon.....	744, two-horse post-coach. <i>Accepted April 25, 1857.</i>

Contract made with Lauren L. Kinyon, dated April 25, 1857, at \$744 per annum.
 Leave Auburn daily, except Sunday, at 3 p. m.; arrive at Port Byron by 4½ p. m.
 Leave Port Byron daily, except Sunday, at 11 a. m.; arrive at Auburn by 1 p. m.
 Leave Oswego Monday, Wednesday, and Friday, at 9 a. m.; arrive at Port Byron by 4 p. m.
 Leave Port Byron Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Oswego by 4 p. m.

ROUTE No. 1250.

From Auburn to Oswego, 29 miles, and back, three times a week, with three additional weekly trips between Weedsport and Meridian. Bids to commence at Weedsport invited.

Bidder's name.	Sum per annum.
Lauren L. Kinyon	\$744, two-horse post-coach. <i>Accepted April 25, 1857.</i> 644, two-horse post-coach; commence at Weedsport.

Contract made with Lauren L. Kinyon, dated April 25, 1857, at \$744 per annum.
 Leave Auburn Monday, Wednesday, and Friday, at 8 a. m.; arrive at Oswego by 4 p. m.
 Leave Oswego Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Auburn by 3 p. m.
 Leave Weedsport Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Meridian by 12 m.
 Leave Meridian Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Weedsport by 10 a. m.

ROUTE No. 1251.

From Auburn to South Butler, 20 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Jesse S. Leigh	\$1,300, two-horse coach to Montezuma, one horse residue. 600, one horse, Montezuma to South Butler.
Asa T. Soule	1,050, two-horse coach.
Albert T. Brewster	1,000, two-horse coach.
Asa T. Soule	975. <i>ooo.</i>
Jesse D. Smith	830.
Lauren L. Kinyon	700, two-horse coach.
Adrastus Snedaker	475, two-horse carriage. <i>Accepted April 25, 1857.</i>
William Hard	500, two-horse coach, end at Montezuma. Schedule proposed.

Accepted bidder having failed, service performed under direction of the postmaster to August 10, when contract was made with Horatio Day, at \$250, from Auburn to Montezuma.
 Leave Auburn daily, except Sunday, at 2 p. m.; arrive at Montezuma by 6 p. m.
 Leave Montezuma daily, except Sunday, at 8 a. m.; arrive at Auburn by 11 a. m.

ROUTE No. 1252.

From Auburn to Cortlandt Village, 38 miles, and back, six times a week to Moravia, residue three times a week.

Bidders' names.	Sum per annum.
Daniel Skinner	\$600 00, two-horse coach to Moravia, <i>ooo</i> residue.
Daniel G. Lillie	450 00, two-horse post-coach to Moravia, residue horse.
Daniel Skinner	450 00, two-horse coach to Moravia, <i>ooo</i> residue.
Richard D. and Harriet Cornell.	445 00, two-horse covered carriage. <i>Accepted April 25, 1857.</i>
Daniel Skinner	448 50, two-horse coach.
	435 00, two-horse wagon to Moravia, <i>ooo</i> residue. (After time.)

Contract made with Richard D. and Harriet Cornell, dated April 25, 1857, at \$445 per annum.

Leave Auburn daily, except Sunday, at 8 a. m.; arrive at Moravia by 12 m., and at Cortlandt Village Tuesday, Thursday, and Saturday, by 5 p. m.

Leave Cortlandt Village Monday, Wednesday, and Friday, at 8 a. m.; arrive at Moravia by 1 p. m., and at Auburn daily, except Sunday, by 5 p. m.

ROUTE No. 1253.

From Auburn to Kelloggsville, 17 miles, and back, three times a week. Bids for six trips a week invited.

Bidders' names.	Sum per annum.
Lauren L. Kinyon.....	\$400, two-horse post-coach; or 744, two-horse post-coach, six times a week.
Jesse D. Smith.....	348.
Arthur W. Marshall.....	325, two-horse post-coach. (Change schedule.) 325, 000, six times a week; or 325, 000, six times a week, via Mandana.
Warren S. Clark.....	300, two-horse coach, six times a week. <i>Accepted April 25, 1857.</i>
	280, two-horse coach.
Nathan Robinson.....	254, two-horse coach.

Accepted bidder being under 21 years of age, contract made with Edward Clark, dated June 18, 1857, at \$300 per annum.

Leave Auburn daily, except Sunday, at 1½ p. m.; arrive at Kelloggsville by 5½ p. m.

Leave Kelloggsville daily, except Sunday, at 6 a. m.; arrive at Auburn by 10 a. m.

ROUTE No. 1254.

From Auburn to South Lansing, 37 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Lewis M. Ludlow.....	\$840, 000, to Lansing. 800, 000, schedule changed.
Peleg B. Taber.....	795, two-horse covered carriage or wagon.
Daniel Cannon.....	750, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Daniel Cannon, dated April 25, 1857, at \$750 per annum.

Leave Auburn Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at South Lansing by 4 p. m.

Leave South Lansing Monday, Wednesday, and Friday, at 10 a. m.; arrive at Auburn by 8 p. m.

ROUTE No. 1255.

From Auburn to Ithaca, 40 miles, and back, six times a week. Five Corners and Lansingville to be supplied alternately with Lake Ridge.

Bidders' names.	Sum per annum.
Robert L. Watkins.....	\$1,700, two-horse coaches.
E. D. Clapp.....	894.
Lauren L. Kinyon.....	794, two-horse post-coaches. <i>Accepted April 25, 1857.</i>

Contract made with Lauren L. Kinyon, dated April 25, 1857, at \$794 per annum.

Leave Auburn daily, except Sunday, at 8 a. m.; arrive at Ithaca by 5½ p. m.

Leave Ithaca daily, except Sunday, at 8 a. m.; arrive at Auburn by 6 p. m.

ROUTE No. 1256.

From Seneca Falls to Romulus, 19 miles, and back, three times a week.

Bids to run only to Fayette invited.

Bidders' names.	Sum per annum.
Amos Woodmansee.....	\$700, one-horse carriage.
John O. Hulse.....	400, one-horse carriage. 250, end at Fayette. <i>Accepted April 25, 1857.</i>
Jesse D. Smith.....	368.

Contract made with John O. Hulse, dated April 25, 1857, at \$250 per annum.

Leave Seneca Falls Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Fayette by 5 p. m.

Leave Fayette Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Seneca Falls by 11 a. m.

ROUTE No. 1257.

From Geneva to Ovid, 21 miles, and back, six times a week.

Bidders' names.	Sum per annum.
D. C. Patterson and B. Hanes ..	\$1,248, two-horse conveyance.
Delos W. Colvin.....	1,177, two-horse stages.
Warren M. Stowe and Cornelius Bodin	1,100, two-horse covered carriage.
Wm. H. Day.....	880. 000.
Daniel Clough	800, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Daniel Clough, dated April 25, 1857, at \$800 per annum.

Leave Geneva daily, except Sunday, at 1 p. m. ; arrive at Ovid by 5½ p. m.

Leave Ovid daily, except Sunday, at 6 a. m. ; arrive at Geneva by 10½ a. m.

ROUTE No. 1258.

From Geneva to North Cohocton, 36 miles, and back, six times a week, with six additional weekly trips to Stanley Corners.

Bidders' names.	Sum per annum.
Wm. Judevine	\$1,899, two-horse coach.
Samuel Brownell, jr.....	1,597, two-horse coach.
Joel Dailey	994. 000.
Delos W. Colvin	977, two-horse stages. <i>Accepted April 25, 1857.</i>
Joel Dailey.....	794, 000, during the period of steamboat navigation on Lake Canandaigua ; will supply Middlesex, Naples, and North Cohocton from Canandaigua, and the other offices from Geneva, by schedule proposed.
Richard Green	770, two-horse covered carriage. No guaranty.
Joel Dailey.....	746, 000, supply offices beyond Rushville from Canandaigua by steamboat 8 months ; residue 6 times a week overland by schedule proposed.

Contract made with Delos W. Colvin, dated April 25, 1857, at \$977 per annum.

Leave Geneva daily, except Sunday, at 8 a. m. ; arrive at North Cohocton by 5 p. m.

Leave North Cohocton daily, except Sunday, at 11 a. m. ; arrive at Geneva by 7 p. m.

ROUTE No. 1259.

From Geneva to Wolcott, 31 miles, and back, three times a week to Clyde, six times a week the residue.

Bidders' names.	Sum per annum.
Lauren L. Kinyon	\$944, two-horse post-coach.
Caleb P. Homand	790, two-horse covered carriage.
Delos W. Colvin.....	593, two-horse stages.
Asa D. Kellogg.....	300, two-horse coach.
Adrastus Snedaker.....	344, two-horse coach.
Albert E. Brewster.....	190, two-horse coach. <i>Accepted April 25, 1857.</i>
Joseph T. De Golyer, (after time)	400, two-horse covered stage, four-horse when required.

Contract made with Albert E. Brewster, dated April 25, 1857, at \$190 per annum.

Leave Geneva Tuesday, Thursday and Saturday, at 10 a. m. ; arrive at Clyde by ½ p. m.

Leave Clyde daily, except Sunday, at 2½ p. m. ; arrive at Wolcott by 5 p. m.

Leave Wolcott daily, except Sunday, at 7 a. m. ; arrive at Clyde by 9½ a. m.

Leave Clyde Monday, Wednesday, and Friday, at 10½ a. m. ; arrive at Geneva by 2 p. m.

ROUTE No. 1260.

From Penn Yan to Bath, 34 miles, and back ; six times a week to Prattsburg, three times a week the residue.

Bidders' names.	Sum per annum.
Albert & Alfred Trull	\$1,500, two-horse coach.
Asa C. Smith	1,150, two-horse coach.
Peter Cameron	950, two-horse conveyance.
	899, two-horse carriage to Prattsburg, one or two horses residue.
Zela & Geo. Edson	800, two-horse carriage.
Peter Cameron	800, ooo, two horses.
N. & M. Harris, & Ira Lane....	800, two-horse covered carriage.
Henry Neff	790, two-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Henry Neff, dated April 25, 1857, at \$790 per annum.
 Leave Penn Yan daily, except Sunday, at 1 p. m.; arrive at Prattsburg by 5 p. m.
 Leave Prattsburg daily, except Sunday, at 6 a. m.; arrive at Penn Yan by 10 a. m.
 Leave Bath Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Prattsburg by 4 p. m.
 Leave Prattsburg, Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Bath by 10 a. m.

ROUTE No. 1261.

From Penn Yan to Sherman's Hollow, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse D. Smith	\$89.
John Hamlin	73. ooo.
John Slater	50.
Isaac P. Covey	50. <i>Accepted April 25, 1857.</i>

Contract made with Isaac P. Covey, dated April 25, 1857, at \$50 per annum.
 Leave Penn Yan Wednesday at 1 p. m.; arrive at Sherman's Hollow by 3 p. m.
 Leave Sherman's Hollow Wednesday at 8 a. m.; arrive at Penn Yan by 10 a. m.

ROUTE No. 1262.

From Penn Yan to Bath, 32 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Charles D. Champlin	\$1,390, two-horse coach.
Albert & Alfred Trull	1,250, two-horse coach, or one-horse covered carriage.
Charles D. Champlin	1,135, two-horse carriage, with privilege of carrying by steamboat on Crooked Lake during season of navigation, supplying Wayne and Barrington daily. <i>Accepted April 25, 1857.</i>
Albert & Alfred Trull	700, one-horse covered carriage, three times a week.

Contract made with Charles D. Champlin, dated April 25, 1857, at \$1,135 per annum.
 Leave Penn Yan daily, except Sunday, at 1 p. m.; arrive at Bath by 6 p. m.
 Leave Bath daily, except Sunday, at 6 a. m.; arrive at Penn Yan by 11 a. m.

ROUTE No. 1263.

From Ovid to Sheldrake, 7 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Robert S. Watkins	\$500, one-horse coach.
Jonathan M. Blue	225, two-horse covered carriage.
James B. Thomas	200, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with James B. Thomas, dated April 25, 1857, at \$200 per annum.
 Leave Ovid daily, except Sunday, at 2 p. m.; arrive at Sheldrake by 3½ p. m.
 Leave Sheldrake daily, except Sunday, at 10 a. m.; arrive at Ovid by 11½ a. m.

ROUTE No. 1264.

From Lyons to So lous Point, 14 miles, and back, three times a week, with a tri-weekly branch from South Sodus, by Sodus Centre, to Sodus, 6½ miles.
 Bids omitting the branch invited.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
James H. Hyde	\$795, two-horse coach; or 850, two-horse coach, six times a week from Lyons to Sodus, with a branch from Sodus to Sodus Point three times a week.
Stephen Tinkelpaugh	550, two-horse coach, six times a week.
John H. Sweeney	500, coach.
Stephen Tinkelpaugh	400, two-horse coach, omit branch.
Adraustus Snedaker	400, two-horse coach, including branch. 275, two-horse coach, without branch.
Peter W. Tinkelpaugh	395, two-horse coach, daily to Sodus.
Harvey Warren	344, two-horse coach. <i>Accepted April 25, 1857.</i>
John H. Sweeney	300, two-horse coach, direct to Sodus.

Contract made with Harvey Warren, dated April 25, 1857, at \$344 per annum.

Leave Lyons Monday, Wednesday, and Friday, at 3 p. m.; arrive at Sodus Point by 7 p. m.

Leave Sodus Point Monday, Wednesday, and Friday, at 8 a. m.; arrive at Lyons by 12 m.

Leave South Sodus Monday, Wednesday, and Friday, at 5 p. m.; arrive at Sodus by 6½ p. m.

Leave Sodus Monday, Wednesday, and Friday, at 7 a. m.; arrive at South Sodus by 8½ a. m.

ROUTE No. 1265.

From Rose to Port Glasgow, 10 miles, and back, three times a week.

Bidders' names.	Sum per annum.
David Green	\$850, two-horse covered carriage. 650, two-horse covered carriage or wagon, six times a week; end at North Huron, and supply Port Glasgow three times a week from Huron.
G. W. Smith	574, six times a week, North Huron to Rose and Huron; Port Glasgow tri-weekly, supplied from Huron.
David Green	500, two-horse covered wagon; rest time at North Huron.
G. W. Smith	440.
Harlow Hyde	300, one-horse conveyance. <i>Accepted April 25, 1857.</i> 399, two-horse conveyance. 599, two horse vehicle to North Huron six times a week, and supply Port Glasgow tri-weekly from Huron.

Contract made with Harlow Hyde, dated April 25, 1857, at \$300 per annum.

Leave Rose Monday, Wednesday, and Friday, at 4 p. m.; arrive at Port Glasgow by 6½ p. m.

Leave Port Glasgow Monday, Wednesday, and Friday, at 7 a. m.; arrive at Rose by 9½ a. m.

ROUTE No. 1266.

From Newark to Sodus, 14 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Jabez Parsons	\$600, two-horse coach.
John H. Sweeney	600, two-horse coach.
Lawton T. Bancroft & Jas. H. Hyde.	570, two-horse coach.
Geo. Palmer	500, two-horse coach.
Peter W. Tinkelpaugh	495, two-horse coach.
John H. Sweeney	350, two-horse coach, three times a week.
L. F. Hutchinson	295, two-horse carriage. <i>Accepted April 25, 1857.</i>

Accepted bidder failing to execute contract, contract made with Peter W. Tinkelpaugh, dated July 24, 1857, at \$495 per annum.

Leave Newark daily, except Sunday, at ½ p. m.; arrive at Sodus by 5 p. m.

Leave Sodus daily, except Sunday, at 7 a. m.; arrive at Newark by 10½ a. m.

ROUTE No. 1267.

From Palmyra to Ontario, 12 miles, and back, three times a week. Bids for six trips a week invited.

Bidders' names.	Sum per annum.
Wm. Feenler.....	\$350, ⁰⁰⁰ , six times a week. 280. ⁰⁰⁰ .
Jesse D. Smith.....	258.
Willard S. Henderson & Orville Hibbard.	200, two-horse carriage.
	313, six times a week. <i>Accepted April 25, 1857.</i>
Geo. W. Ferguson.....	190, two-horse coach. 290, two-horse coach, daily, from April to November 1.

Contract made with Henderson & Hibbard, dated April 25, 1857, at \$313 per annum.
Leave Palmyra Tuesday, Thursday, and Saturday, at 4 p. m.; arrive at Ontario by 7 p. m.
Leave Ontario Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Palmyra by 9 a. m.

ROUTE No. 1268.

From Palmyra to Pultneyville, 16 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Wm. Judevine.....	\$599, one-horse covered carriage.
Jesse D. Smith.....	597.
Morgan Chapman.....	375, two-horse coach.
Wm. S. Henderson & Orville Hibbard.	298, two-horse carriage.
Dan'l Gates & Freeman Thompson.	90, two-horse post-coach. <i>Accepted April 25, 1857.</i>

Contract made with Gates & Thompson, dated April 25, 1857, at \$90 per annum.
Leave Palmyra daily, except Sunday, at 3 p. m.; arrive at Pultneyville by 7 p. m.
Leave Pultneyville daily, except Sunday, at 7 a. m.; arrive at Palmyra by 11 a. m.

ROUTE No. 1269.

From Canandaigua to Elmira, 68½ miles, and back, twelve times a week; six of the weekly trips carrying only through mails.

Bidder's name.	Sum per annum.
Canandaigua and Elmira Railroad Company.	\$6,850, railroad cars.

Contract negotiated and made with Canandaigua and Elmira Railroad Company, dated October 21, 1857, at \$5,137 50 per annum, to take effect from July 1, 1857.
Leave Canandaigua daily, except Sunday, at 9 a. m. and 7½ p. m.; arrive at Elmira by 12 m. and 10½ p. m.
Leave Elmira daily, except Sunday, at 5 a. m. and 4½ p. m.; arrive at Canandaigua by 8½ a. m. and 8 p. m.

ROUTE No. 1270.

From Canandaigua to Suspension Bridge, 99 miles, and back, twelve times a week to Batavia, six times a week the residue.

No bids.

Contract negotiated and made with Elmira, Canandaigua and Niagara Falls Railroad Company, at \$6,100 per annum, from July 1, 1857; end at Niagara Falls.

ROUTE No. 1271.

From Canandaigua to Livonia, 20 miles, and back, six times a week to Bristol, and twice a week the residue.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Wm. Judevine.....	\$950, two-horse coach to Bristol, one-horse coach residue. Schedule proposed.
Joel Dailey.....	867, for this and No. 1272, as follows: Bristol to East Bloomfield, six times a week, schedule proposed; Bristol to Bristol Centre, three times a week, schedule proposed; Albin's Hill to West Bloomfield, six times a week, schedule proposed; Albin's Hill to Albin's Hill, <i>via</i> Honeoye, Canadice, and Richmond Mills, twice a week, schedule proposed; Chester to Canandaigua, three times a week, schedule proposed.
Nelson Garlinghouse.....	832. 1,200, three times a week; extend to Geneseo. 1,600, six times a week; extend to Geneseo.
Joseph Garlinghouse, jr.....	848. 000.
Wm. A. Reed.....	749, carriage when roads permit.
Oscar F. Lisson.....	695. 000.
Albert Treat.....	675. 000.
Sam'l Bonnell, jr.....	643, two-horse coach to Bristol, one-horse residue.
Joel Dailey.....	619. 000.
Leonard H. Jones.....	546, one-horse carriage. 496.
Ira Reynolds.....	490, vehicle.
Luther E. Phillips.....	449. 000.
Darius Newton.....	345. 000. <i>Accepted April 25, 1857.</i>

Contract made with Darius Newton, dated April 25, 1857, at \$345 per annum.
 Leave Canandaigua daily, except Sunday, at 9 a. m.; arrive at Bristol by 11 a. m.
 Leave Bristol daily, except Sunday, at 6 a. m.; arrive at Canandaigua by 8 a. m.
 Leave Livonia Tuesday and Saturday at 6 p. m.; arrive at Bristol by 9 p. m.
 Leave Bristol Tuesday and Saturday at 2½ p. m.; arrive at Livonia by 5½ p. m.

ROUTE No. 1272.

From Canandaigua to Canadice, 20 miles, and back, three times a week

Bidders' names.	Sum per annum.
Joel Dailey.....	\$867, for this and No. 1271.
Nelson Garlinghouse.....	650.
Wm. Judevine.....	649, asks two hours more time when roads are bad.
Halsey D. & Wm. Hoppough...	640, one-horse vehicle; schedule changed.
Jesse D. Smith.....	638.
Milton Coykendall.....	500, one-horse vehicle; schedule changed.
J. V. P. Gardner.....	474, two-horse carriage, with privilege of one-horse carriage.
John Hamlin.....	449. 000.
Joel Dailey.....	448. 000. <i>Accepted April 25, 1857.</i>

Contract made with Joel Dailey, dated April 25, 1857, at \$448 per annum.
 Leave Canandaigua Monday, Wednesday, and Friday, at 10 a. m.; arrive at Canadice by 3 p. m.
 Leave Canadice Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Canandaigua by 2 p. m.

ROUTE No. 1273.

From Canandaigua to Farmington, 13 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Wm. C. Benjamin.....	\$340, one-horse carriage.
Wm. Judevine.....	299, one-horse conveyance; schedule changed.
Jesse D. Smith.....	270.
Israel F. Chilson.....	250, one-horse coach. 225, modified

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.
John Hamlin.....	243. 000.
Geo. D. Blossom.....	200, one-horse carriage.
Ansel De Bow.....	156. 000. (Withdrawn.)
Chas. D. Stephens.....	135, horse and buggy. <i>Accepted April 25, 1857.</i>
	130, Macedon to Farmington.

Contract made with Chas. D. Stephens, dated April 25, 1857, at \$135 per annum.
 Leave Canandaigua Monday, Wednesday, and Friday, at 12 m.; arrive at Farmington by 3 p. m.
 Leave Farmington Monday, Wednesday, and Friday, at 8 a. m.; arrive at Canandaigua by 11 a. m.

ROUTE No. 1274.

From Canandaigua to Canandaigua, 28 miles, three times a week.

Bidders' names.	Sum per annum.
John Hamlin.....	\$593. 000.
Wm. C. Benjamin.....	468, one-horse coach.
Wm. Judevine.....	299, one-horse conveyance.
George D. Blossom.....	219, one-horse carriage. <i>Accepted April 25, 1857.</i>

Accepted bidder having failed to commence service, contract made with Joel Dailey, dated July 31, 1857, at \$299 per annum, to take effect from July 1, 1857.
 Leave Canandaigua Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Canandaigua by 6 p. m.

ROUTE No. 1275.

From Rochester to Niagara Falls, 76 miles, and back, twelve times a week.

(No bids.)

Service performed by New York Central Railroad Company, at \$11,400 per annum, from July 1, 1857.

ROUTE No. 1276.

From Rochester to Charlotte, 7 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Wm. Hubbard	\$312, horse, April 1 to December 1, two-horse coach residue of year.
George W. Furguson.....	298, two-horse coach.
Wm. Cony.....	250, two-horse coach four months, residue one-horse carriage.
Benj. F. Barney.....	190, one-horse covered buggy. <i>Accepted April 25, 1857.</i>
	300, two-horse carriage.

Contract made with Benjamin F. Barney, dated April 25, 1857, at \$190 per annum.
 Leave Rochester daily, except Sunday, at 11 a. m.; arrive at Charlotte by $\frac{1}{2}$ p. m.
 Leave Charlotte daily, except Sunday, at 8 a. m.; arrive at Rochester by $9\frac{1}{2}$ a. m.

ROUTE No. 1277.

From Rochester to Ontario, 20 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Lawton D. Bancroft & J. H. Hyde	\$575, two-horse coach.
George W. Furguson.....	390, three-horse coach.
Joel Dailey.....	248, 000. <i>Accepted April 25, 1857.</i>
Luther F. Hutchinson.....	449, four-horse coach.

Contract made with Joel Dailey, dated April 25, 1857, at \$248 per annum.
 Leave Rochester daily, except Sunday, at 3 p. m.; arrive at Ontario by 7 p. m.
 Leave Ontario daily, except Sunday, at 7 a. m.; arrive at Rochester by 11 a. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1278.

From Rochester to Avon, 18 miles, and back, six times a week.

(No bids.)

Service performed by Buffalo, Corning & New York Railroad Company, at \$772 per annum, from July 1.

ROUTE No. 1279.

From Avon to Dansville, 31 miles, and back, six times a week.

Bids to run only three times a week invited; also to run six times a week to Geneseo, and three times a week the residue.

Bidders' names.	Sum per annum.
Zimri H. Austin	\$750,000, four-horse coach, twice daily; end at Geneseo.
Henry Henry	698, two-horse coach, six times a week to Geneseo; three times a week residue, horse. <i>Accepted April 25, 1857.</i>
Zimri H. Austin	650,000, Geneseo to Danville.
Patterson & Hanes	1,500, two-horse conveyance.

Contract made with Henry Henry, dated April 25, 1857, at \$698 per annum.

Leave Avon daily, except Sunday, at 9 a. m.; arrive at Dansville by 3 p. m.

Leave Dansville daily, except Sunday, at 10 a. m.; arrive at Avon by 4 p. m.

Leave Geneseo Monday, Wednesday, and Friday, at 2 p. m.; arrive at Dansville by 6 p. m.

Leave Dansville Monday, Wednesday, and Friday, at 8 a. m.; arrive at Geneseo by 11 a. m.

ROUTE No. 1280.

From Avon to York, 9 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Stephen Loucks	\$1,200. (No guaranty.)
Ray Hitt	495, two-horse covered carriage.
John C. Bennett	449, two-horse stage.
George A. Root	424, two-horse covered carriage.
Galette Place	294, two-horse covered carriage.
Joel Dalley	178, one-horse covered carriage.
	146,000. <i>Accepted April 25, 1857.</i>

Contract made with Joel Dalley, dated April 25, 1857, at \$146 per annum.

Leave Avon daily, except Sunday, at 6 p. m.; arrive at York by 7½ p. m.

Leave York daily, except Sunday, at 8 a. m.; arrive at Avon by 9½ a. m.

ROUTE No. 1281.

From North Chili to Wheatland, 11 miles, and back, three times a week.

Bidders' names.	Sum per annum.
A. L. Holley	\$312, one-horse conveyance.
Melvin H. Cooley	300.
John Hamlin	258. 000.
Jease D. Smith	224.
Sylvester Spencer	140, horse or carriage. <i>Accepted April 25, 1857.</i>

Contract made with Sylvester Spencer, dated April 25, 1857, at \$140 per annum.

Leave North Chili Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Wheatland by 3 p. m.

Leave Wheatland Tuesday, Thursday, and Saturday, at 3½ p. m.; arrive at North Chili by 5½ p. m.

ROUTE No. 1282.

From Le Roy, by Pavilion Centre, Pavilion, and Pearl Creek, to Wyoming, 13 miles, and back, three times a week.

Bids to extend to Warsaw invited.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.
Augustus C. Hamlin	\$624, two-horse coach.
William R. Bartlett.....	600. ooo.
	700, extend to Warsaw; schedule changed.
Andrews & Keeney	465, two-horse carriage; extend to Warsaw.
John Hamlin	264. ooo.
Jesse D. Smith.....	254.
Joseph Newell	230, carriage; schedule proposed.
George D. Blossom	225, one-horse carriage. <i>Acc'd April</i>
	75 additional, to extend to Warsaw. <i>25, 1857.</i>

Contract made with George D. Blossom, dated April 25, 1857, at \$300 per annum.
(Failed.)

ROUTE No. 1283.

From Le Roy to Alexandria, 17 miles, and back, weekly.

Bidders' names.	Sum per annum.
Caleb S. Gifford & J. Warren...	\$200.
Jesse D. Smith.....	162.
Thomas C. Ladd.....	125.
John Hamlin	119. ooo. <i>Accepted April 25, 1857.</i>

Contract made with John Hamlin, dated April 25, 1857, at \$119 per annum.
Leave Le Roy Wednesday at 8 a. m.; arrive at Alexandria by 1 p. m.
Leave Alexandria Wednesday at 2 p. m.; arrive at Le Roy by 7 p. m.

ROUTE No. 1284.

From Geneseo to Pike, 26 miles, and back, six times a week.
Bids to run by a schedule giving the rest time at Perry invited.

Bidders' names.	Sum per annum.
Benj. C. Patterson & Benj. Hanes.	\$1,560, two horse conveyance.
J. V. P. Gardner	939, two-horse coach.
Simeon K. Westbrook.....	900, coaches.
Artemas B. Walker.....	875, two-horse stage; or
	850, two-horse stage; give rest time at Perry. <i>Accepted April 25, 1857.</i>

Contract made with Artemas B. Walker, dated April 25, 1857, at \$850 per annum.
Leave Geneseo daily, except Sunday, at 4 p. m.; arrive at Perry by 7½ p. m.
Leave Perry daily, except Sunday, at 7 a. m.; arrive at Pike by 10 a. m.
Leave Pike daily, except Sunday, at 4 p. m.; arrive at Perry by 7 p. m.
Leave Perry daily, except Sunday, at 8 a. m.; arrive at Geneseo by 11 a. m.

ROUTE No. 1285.

From Geneseo, by Lakeville and Livonia Station, to Livonia, 10 miles, and back, six times a week.

Bids to run only as far as Lakeville invited.

Bidders' names.	Sum per annum.
Nelson Garlinghouse.....	\$624.
Joseph Garlinghouse, jr	624. ooo.
Zimri H. Austin.....	465. ooo.
Jesse D. Smith.....	394.
J. V. P. Gardner	360, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with J. V. P. Gardner, dated April 25, 1857, at \$360 per annum. Transferred to and made with C. O. Allen, at \$360 per annum, from July 1.
Leave Geneseo daily, except Sunday, at 12 m.; arrive at Livonia by 2 p. m.
Leave Livonia daily, except Sunday, at 3 p. m.; arrive at Geneseo by 5 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1286.

From Mount Morris to Byersville, 14 miles, and back, twice a week.
Proposals to run tri-weekly invited.

Bidders' names.	Sum per annum.
John Hamlin	\$319, 000, three times a week.
	224. 000.
Jesse D. Smith.....	215.
Joseph Garlinghouse, jr	208. 000.
David C. Patterson & Benjamin Hanes	175. <i>Accepted April 25, 1857.</i>

Contract made with Patterson & Hanes, dated April 25, 1857, at \$175 per annum.
Leave Mount Morris Tuesday and Saturday at 6 a. m.; arrive at Byersville by 10 a. m.
Leave Byersville Tuesday and Saturday at 12 m.; arrive at Mount Morris by 4 p. m.

ROUTE No. 1287.

From Castile to Tuscarora, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
William H. Martin	\$174. 000.
John Hamlin	114. 000.
Jesse D. Smith.....	98. <i>Accepted April 25, 1857.</i>

Contract made with Jesse D. Smith, dated April 25, 1857, at \$98 per annum.
Leave Castile Saturday at 1 p. m.; arrive at Tuscarora by 5 p. m.
Leave Tuscarora Saturday at 7 a. m.; arrive at Castile by 11 a. m.

ROUTE No. 1288.

From Perry to East Aurora, 36 miles, and back, six times a week to Warsaw, and tri-weekly the residue.

Bidders' names.	Sum per annum.
Andrews & Keeney	\$1,095, two-horse carriage to Warsaw; horse residue.
Artemas B. Walker	1,050.
Orville J. Crawford.....	974.
Francis Warner	950, one-horse carriage.
William L. Knapp	950, two-horse carriage to Warsaw; residue horse.
Edwin G. Havens.....	898, one-horse coach.
Havens & Warner	845, one-horse coach.
Seneca Hubbard.....	795, one-horse carriage. <i>Accepted April 25, 1857.</i>
Edwin G. Havens.....	793, in lieu of former bid. No guaranty.
John H. Hudson, (after time)...	789.

Contract made with Seneca Hubbard, dated April 25, 1857, at \$795 per annum.
Leave Perry daily, except Sunday, at 6 a. m.; arrive at Warsaw by 8 a. m.
Leave Warsaw Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at East Aurora by 5 p. m.
Leave East Aurora Monday, Wednesday, and Friday, at 6 a. m.; arrive at Warsaw by 4 p. m., and at Perry daily, except Sunday, by 6 p. m.

ROUTE No. 1289.

From Portageville to Oramel, 27 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Patterson & Haynes.....	\$1,300, two-horse conveyance.
William H. Martin	964, two-horse coach; commence at Mount Morris.
Joseph Garlinghouse, jr	648. 000.
Howard J. Ross	595, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Howard J. Ross, dated April 25, 1857, at \$595 per annum.
Leave Portageville daily, except Sunday, at 12 m.; arrive at Oramel by 7 p. m.
Leave Oramel daily, except Sunday, at 7½ a. m.; arrive at Portageville by 2½ p. m.

ROUTE No. 1290.

From Portageville to Springville, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Wilder F. Shepard.....	\$548, 000, one-horse carriage. <i>Accepted April 25, 1857.</i>
A. Perryman	600, two-horse carriage.
David C. Patterson & Benjamin Hanes	780.

Contract made with Wilder F. Shepard, dated April 25, 1857, at \$548 per annum.
 Leave Portageville Tuesday, Thursday, and Saturday, at 7 p. m.; arrive at Pike by 9 p. m.
 Leave Pike Monday, Wednesday, and Friday, at 6 a. m.; arrive at Springville by 12 m.
 Leave Springville Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Portageville by 2 p. m.

ROUTE No. 1291.

From Pike to Franklinville, 26 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William H. Martin	\$939. 000. Commence at Fillmore.
Levi West.....	675, two-horse coach during good roads.
Benjamin W. Knapp	624. 000.
John Patterson.....	570, one-horse coach.
Wash. White.....	400, one-horse buggy.
Stephen T. Cady	395, one-horse buggy. <i>Accepted April 25, 1857.</i>

Contract made with Stephen T. Cady, dated April 25, 1857, at \$395 per annum.
 Leave Pike Monday, Wednesday, and Friday, at 7 a. m.; arrive at Franklinville by 3 p. m.
 Leave Franklinville Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Pike by 3 p. m.

ROUTE No. 1292.

From Warsaw to Weathersfield, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
John W. De Groff	\$120, twice a week to Hermitage; once a week residue; schedule proposed. 100, one-horse carriage, twice a week; end at Hermitage. 25 additional, once a week residue.
Jesse D. Smith	94.
Andrews & Keeney	91.
John W. De Groff	72. <i>Accepted April 25, 1857.</i>

Contract made with John W. De Groff, dated April 25, 1857, at \$72 per annum.
 Leave Warsaw Tuesday at 11 a. m.; arrive at Weathersfield by 2 p. m.
 Leave Weathersfield Tuesday at 6 a. m.; arrive at Warsaw by 9 a. m.

ROUTE No. 1293.

From Alden to Bennington, 9 miles, and back, three times a week.

Bidders' names.	Sum per annum.
James E. Cheasbro,.....	\$160, sulky or cutter. <i>Accepted April 25, 1857.</i>
Chauncey Allen	170.
Jesse D. Smith.....	228.

Contract made with James E. Cheasbro, dated April 25, 1857, at \$160 per annum.
 Leave Alden Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Bennington by 1 p. m.
 Leave Bennington Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Alden by 9 a. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1294.

From Linden to Geneseo, 22 miles, and back, six times a week.

Bidders' names.	Sum per annum.
George Roberts, jr.	\$930, two-horse coach.
Jabez Warren	875, two-horse wagon or coach.
Calvin T. Bryant	680, two-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Calvin T. Bryant, dated April 25, 1857, at \$680 per annum.
 Leave Linden daily, except Sunday, at 12 m.; arrive at Geneseo by 4½ p. m.
 Leave Geneseo daily, except Sunday, at 8½ a. m.; arrive at Linden by 1 p. m.

ROUTE No. 1295.

From Attica to China, 27 miles, and back, six times a week.

Proposals to include Java, running alternately *via* that place and East China, invited.

Bidders' names.	Sum per annum.
Artemas B. Walker	\$1,100, two-horse coach.
William H. Martin	994. 000.
Wilder F. Shepard	950, 000, two-horse covered carriage.
Fred. Hubbard	850, two-horse coach. 50 additional, to alternate <i>via</i> Java.
Levi West	855, two-horse carriage.
Elias Hill	730, two-horse coach.
Daniel Post	700, two-horse coach. 750, alternating <i>via</i> Java. <i>Accepted April 25, 1857.</i>

Contract made with Daniel Post, dated April 25, 1857, at \$750 per annum.
 Leave Attica daily, except Sunday, at 10 a. m.; arrive at China by 5 p. m.
 Leave China daily, except Sunday, at 10 a. m.; arrive at Attica by 5 p. m.

ROUTE No. 1296.

From Batavia to Bethany, 8 miles, and back, three times a week.

Proposals to extend to Wyoming invited.

Bidders' names.	Sum per annum.
Emmet L. Bartlett	\$600. 700, 000; extend to Wyoming.
Jesse D. Smith	289.
Joseph Newell	260, extend to Wyoming.
Henry T. Terry	250, carriage to suit for passengers and mails.
Caleb T. Gifford	200, two-horse carriage. 50 additional, extend to Wyoming. 50 additional, extend to Linden.
Jesse D. Smith	198.
Francis G. Mott	180, horse and carriage. 100 additional, extend to Linden.
Jabez Warren	170, horse or horse and wagon.
Cyrus R. Nichols	156. <i>Accepted April 25, 1857.</i> 50 additional, extend to Linden.

Contract made with Cyrus R. Nichols, dated April 25, 1857, at \$156 per annum.
 Leave Batavia Monday, Wednesday, and Friday, at 1 p. m.; arrive at Bethany by 3 p. m.
 Leave Bethany Monday, Wednesday, and Friday, at 9 a. m.; arrive at Batavia by 11 a. m.

ROUTE No. 1297.

From Batavia to Oakfield, 6 miles, and back, six times a week.

Bidders' names.	Sum per annum.
William H. Martin	\$464. 000.
Emmett L. Bartlett.....	400. 000.
David G. Deuel	391, two-horse covered carriage ; extend to Alabama Centre.
Jesse D. Smith.....	294.
Michael Metzger.....	197, two-horse carriage.
David G. Deuel	196, two-horse covered carriage. <i>Accepted April 25, 1857.</i>

Contract made with David G. Deuel, dated April 25, 1857, at \$196 per annum.
 Leave Batavia daily, except Sunday, at 9 a. m.; arrive at Oakfield by 10½ a. m.
 Leave Oakfield daily, except Sunday, at 7 a. m.; arrive at Batavia by 8½ a. m.

ROUTE No. 1298.

From Batavia to Barre Centre, 15 miles, and back, three times a week.
 Proposals to extend to Albion invited.

Bidders' names.	Sum per annum.
Caleb T. Gifford and J. Warren.	\$550, two-horse carriage. 600, two-horse carriage ; extend to Albion.
Harmon Stone	390, two-horse stage or carriage ; extend to Albion.
Levi S. Decker.....	325, two-horse coach ; extend to Albion.
Michael Metzger	300, two-horse coach. 317, extend to Albion.
Jesse D. Smith.....	300.
Galette Place	294, two-horse carriage, to Albion. <i>Accepted April 25, 1857.</i>
John Hamlin	249. 000.

Contract made with Galette Place, dated April 25, 1857, at \$294 per annum.
 Leave Batavia Monday, Wednesday, and Friday, at 12 m.; arrive at Albion by 5 p. m.
 Leave Albion Monday, Wednesday, and Friday, at 6 a. m.; arrive at Batavia by 11 a. m.

ROUTE No. 1299.

From Batavia to Perry, 23 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William K. Bartlett	\$675. 000.
William H. Martin	644. 000.
John Mendell.....	600. 000.
Gifford & Warren.....	600, two-horse carriage.
Artemas B. Walker.....	600, two-horse stages.
Jesse D. Smith.....	599.
John Hamlin	424. 000.
Michael Metzger	387, two-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Michael Metzger, dated April 25, 1857, at \$387 per annum.
 Leave Batavia Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Perry by 3 p. m.
 Leave Perry Monday, Wednesday, and Friday, at 9 a. m.; arrive at Batavia by 3 p. m.

ROUTE No. 1300.

From Batavia to Attica, 11 miles, and back, six times a week.

(No bids.) Service performed by New York Central Railroad Company, at \$550 per annum.

ROUTE No. 1301.

From Albion to Carlton, 14 miles, and back, three times a week, omitting West Gaines on return trips. Bids to run six times a week invited.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Daniel C. Le Baron.....	\$550, buggy and sleigh, six times a week.
George Kelley	550, six times a week.
Andrew J. Darrow.....	450, one-horse carriage, when roads admit, six times a week.
John Thomas	400, one or two horses.
	600, one or two horses, six times a week.
George Thomas	390. 000.
	540, 000, six times a week.
Richard Groynn	399.
	549, six times a week. No guaranty.
Joseph Griswold.....	375, six times a week. <i>Accepted April 25, 1857.</i>
Andrew J. Darrow.....	340, one-horse carriage, when roads admit.
George W. Furguson.....	298, two-horse coach.
	298, two-horse coach, six times a week, and supply West Carlton three times a week from Carlton, for net proceeds.
Jesse D. Smith.....	288.
John Hamlin	254. 000.
Joseph Griswold.....	200.

Contract made with Joseph Griswold, dated April 25, 1857, at \$375 per annum.

Leave Albion Monday, Wednesday, and Friday, at 4 p. m.; arrive at Carlton by 8 p. m.

Leave Carlton Monday, Wednesday, and Friday, at 9 a. m.; arrive at Albion by 1 p. m.

ROUTE No. 1302.

From Medina, by Ridgeway and Lyndonville, to Yates, 8½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
Henry D. Southworth.....	\$250 00, two-horse coach.
L. F. Hutchinson.....	197 00, two-horse carriage.
David G. Deuel	192 00, two-horse carriage.
Bartlett H. Halsey, jr	156 50, two-horse coach.
George W. Furguson.....	148 00, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with George W. Furguson, dated April 25, 1857, at \$148 per annum.

Leave Medina daily, except Sunday, at 4½ p. m.; arrive at Yates by 6 p. m.

Leave Yates daily, except Sunday, at 10 a. m.; arrive at Medina by 11½ a. m.

ROUTE No. 1303.

From Medina to South Alabama, 10 miles, and back, three times a week. Bids for six trips a week invited.

Bidders' names.	Sum per annum.
David G. Deuel	\$626, two-horse carriage.
	680, six times a week.
Michael Metzger	348, two-horse carriage, six times a week. <i>Accepted April 25, 1857.</i>
	400, two-horse coach, three times a week.
David G. Deuel	313, two-horse covered carriage.
Jesse D. Smith.....	275.
George W. Furguson.....	248, two-horse coach.
Luther F. Hutchinson.....	150, two-horse coach; end at Alabama.

Contract made with Michael Metzger, dated April 25, 1857, at \$348 per annum.

Leave Medina Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at South Alabama by 3½ p. m.

Leave South Alabama Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Medina by 10 a. m.

ROUTE No. 1304.

From Lockport to Wilson, 15 miles, and back, three times a week. Bids for six trips a week invited.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$298.
George W. Furguson.....	298, daily, and supply Coomer and North Wilson twice a week from November 15 to April 1, each year, in three or four-horse coaches. <i>Accepted April 25, 1857.</i>
	198, three, four, or five-horse coaches, as roads will admit.

Contract made with George W. Furguson, dated April 25, 1857, at \$298 per annum.
Leave Lockport daily, except Sunday, at 3½ p. m.; arrive at Wilson by 7 p. m.
Leave Wilson daily, except Sunday, at 8 a. m.; arrive at Lockport by 11½ a. m.

ROUTE No. 1305.

From Lockport to Olcott, 12 miles, and back, three times a week. Bids for six trips a week invited.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$268.
Charles R. Furguson.....	248, two-horse coach, daily. <i>Accepted April 25, 1857.</i> 148, two-horse coach.

Contract made with Charles R. Furguson, dated April 25, 1857, at \$248 per annum, for six times a week service.

Leave Lockport daily, except Sunday, at 3 p. m.; arrive at Olcott by 6 p. m.
Leave Olcott daily, except Sunday, at 9 a. m.; arrive at Lockport by 12 m.

ROUTE No. 1306.

From Lockport to Somerset, 18 miles, and back, six times a week.
Contractor is to run alternately *via* Lake road and West Somerset.

Bidder's name.	Sum per annum.
Otis Nye.....	\$312, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Otis Nye, dated April 25, 1857, at \$312 per annum.

Leave Lockport daily, except Sunday, at 1 p. m.; arrive at Somerset by 6 p. m.
Leave Somerset daily, except Sunday, at 6 a. m.; arrive at Lockport by 11 a. m.

ROUTE No. 1307.

From Lockport to Clarence, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$179.
Jeremiah Needham.....	103.
Jacob H. Blosser.....	96. <i>Accepted April 25, 1857.</i>

Contract made with Jacob H. Blosser, dated April 25, 1857, at \$96 per annum.

Leave Lockport Thursday at 7 a. m.; arrive at Clarence by 12 m.
Leave Clarence Thursday at 1 p. m.; arrive at Lockport by 6 p. m.

ROUTE No. 1308.

From Lockport to Lockport, 20 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$289.
Jacob H. Blosser.....	100, one-horse sulky.
Jeremiah Needham.....	99. <i>Accepted April 25, 1857.</i>

Contract made with Jeremiah Needham, dated April 25, 1857, at \$99 per annum.

Leave Lockport Tuesday and Saturday at 8 a. m.; return to Lockport by 2 p. m.

ROUTE No. 1309.

From Lockport to Bergholts, 13 miles, and back, twice a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$239.
Jacob H. Blosser	120.
Jeremiah Needham	111. <i>Accepted April 25, 1857.</i>

Contract made with Jeremiah Needham, dated April 25, 1857, at \$111 per annum.
 Leave Lockport Tuesday and Saturday at 7 a. m. ; arrive at Bergholtz by 10 a. m.
 Leave Bergholtz Tuesday and Saturday at 11 a. m. ; arrive at Lockport by 3 p. m.

ROUTE No. 1310.

From Lewiston to Youngstown, 6 miles, and back, six times a week.

Bidders' names.	Sum per annum.
George W. Furguson.....	\$290, two-horse coach. <i>Accepted April 25, 1857.</i>
Ed. Lutts	295, two-horse carriage.
Reuben H. Boughton (after time)	259, two-horse carriage.

Contract made with George W. Furguson, dated April 25, 1857, at \$259 per annum.
 Leave Lewiston daily, except Sunday, at 1½ p. m. ; arrive at Youngstown by 3½ p. m.
 Leave Youngstown daily, except Sunday, at 8 a. m. ; arrive at Lewiston by 10 a. m.

ROUTE No. 1311.

From Youngstown to Cambria, 14 miles, and back, three times a week.

Bidders' names.	Sum per annum.
George W. Furguson.....	\$296, two-horse coach, daily, from April 1 to November 15, in each year.
	248, two-horse coach.
Jesse D. Smith.....	234. <i>Accepted April 25, 1857.</i>

Contract made with Jesse D. Smith, dated April 25, 1857, at \$234 per annum.
 Leave Youngstown Monday, Thursday, and Saturday, at 7 a. m. ; arrive at Cambria by 11 a. m.
 Leave Cambria Monday, Thursday, and Saturday, at 1 p. m. ; arrive at Youngstown by 5 p. m.

ROUTE No. 1312.

From Buffalo to Lockport, 22 miles, and back, twelve times a week.

(No bidders.)

Service performed by New York Central Railroad Company, at \$1,100 per annum.

ROUTE No. 1313.

From Buffalo to Lewiston, 29 miles, and back, six times a week.

Bids for twelve trips a week invited.

(No bids.)

Service performed by New York Central Railroad Company, at \$1,450 per annum.

ROUTE No. 1314.

From Buffalo to Hornellsville, 91 miles, and back, six times a week.

Bidder's name.	Sum per annum.
A. D. Patchin, proprietor Buffalo and New York Railroad.	\$75 per mile, for one year, in railroad cars.

Service performed by A. D. Patchin at \$5,705 per annum.

ROUTE No. 1315.

From Buffalo to State Line, 69 miles, and back, three times a day ; once a day on Sunday.

(No bids ; not let.)

Service performed by Buffalo and State Line Railroad Company, at \$13,800 per annum.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 1316.

From Buffalo to Yorkshire, 38 miles, and back, three times a week.
Bids for six trips a week invited.

Bidders' names.	Sum per annum.
Patterson & Hanes.....	\$1,284, two-horse conveyance.
Milan E. Witten.....	1,000, four-horse coach, six times a week.
a	750, six times a week to Aurora, three residue.
James H. Metcalf.....	640, two or four-horse coach.
	1,100, two or four-horse coach, six times a week.
William Graham	600, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with William Graham, dated April 25, 1857, at \$600 per annum.
Leave Buffalo Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Yorkshire by 3 p. m.
Leave Yorkshire Monday, Wednesday, and Friday, at 7 a. m.; arrive at Buffalo by 4 p. m.

ROUTE No. 1317.

From Buffalo to Ellicottsville, 48 miles, and back, six times a week to Springville, and three times a week the remainder; contractor to supply East Ashford and Ash Park, omitting Ashford and Plato on alternate trips.

Bidders' names.	Sum per annum.
Nicholas Haen	\$1,500, two-horse covered carriage to Springville, one-horse residue.
And. B. Canfield	1,350, one-horse carriage to Springville.
	1,150.
John McNair	1,100, two-horse carriage to Springville, one-horse residue.
James H. Metcalf.....	1,090, two-horse carriage to Springville, one-horse residue. <i>Accepted April 25, 1857.</i>

Contract made with James H. Metcalf, dated April 25, 1857, at \$1,090 per annum.
Leave Buffalo daily, except Sunday, at 2 p. m.; arrive at Springville by 8 p. m.
Leave Springville Monday, Wednesday, and Friday, at 7 a. m.; arrive at Ellicottsville by 12 m.
Leave Ellicottsville Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Springville by 12 m.
Leave Springville daily, except Sunday, at 6 a. m.; arrive at Buffalo by 12 m.

ROUTE No. 1318.

From Buffalo to West Falls, 19 miles, and back, six times a week to East Hamburg, tri-weekly the residue.

Bidders' names.	Sum per annum.
David Paul	\$1,000, four-horse coach to East Hamburg, two-horse coach residue.
Z. Ferris	450, four-horse coach, six times a week to East Hamburg; two-horse coach residue.
Samuel S. Read	450. 000.
Allen Potter	400, four-horse coach to East Hamburg, two-horse coach residue.
Z. Ferris	375. 000. <i>Accepted April 25, 1857.</i>

Contract made with Z. Ferris, dated April 25, 1857, at \$375 per annum.
Leave Buffalo daily, except Sunday, at 3 p. m.; arrive at East Hamburg by 5 p. m.
Leave East Hamburg daily, except Sunday, at 8½ a. m.; arrive at Buffalo by 10½ a. m.
Leave East Hamburg Monday, Wednesday, and Friday, at 5½ p. m.; arrive at West Falls by 7 p. m.
Leave West Falls Monday, Wednesday, and Friday, at 6 a. m.; arrive at East Hamburg by 8 a. m.

ROUTE No. 1319.

From Buffalo to Clarence, 18 miles, and back, six times a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Rogers & Dunn.....	\$600, four-horse coach to Williamsville, two-horse coach residue.
Mich. Metzger	597, two-horse carriage.
Lyman A. Parker.....	465, two-horse vehicle.
Samuel Warner	400. 000.
Joshua Beeman.....	400, two-horse covered wagon.
George W. Furguson.....	398, two and four-horse coach, as roads permit.
James B. Sadler	380, two-horse vehicle.
Charles C. Grove	375, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Charles C. Grove, dated April 25, 1857, at \$375 per annum.
 Leave Buffalo daily, except Sunday, at 3½ p. m.; arrive at Clarence by 7 p. m.
 Leave Clarence daily, except Sunday, at 7 a. m.; arrive at Buffalo by 10½ a. m.

ROUTE No. 1320.

From White's Corners to Collins Centre, 16 miles, and back, twice a week, with a branch from Clarksburg, by New Oregon and Woodward's Hollow, to Morton's Corners, 10 miles, and back.

Bids for twice a week branch from Langford, by Shirley, Collins, and Pontiac, to Evans Centre Station, 14 miles, and back, invited.

Bidders' names.	Sum per annum.
James P. Luther.....	\$800, including branch, as invited; or 250 for branch alone.
Nicholas Haen	600, horse.
Erastus Clark	499.
Matthew Bremer	350, schedule changed. 175, Langford to Evans Centre Station. <i>Accepted April 25, 1857.</i>
Michael Haas	240. 000.
Charles E. Turner	182. <i>Accepted April 25, 1857.</i>
<i>After time.</i>	
Michael Hunter	198, branch.
George H. Hodges	250, horse or carriage.
Charles E. Turner	245.
Joseph Payne	206.
Isaac C. Brown.....	200.

Accepted bidder (Charles E. Turner) failing to commence service, contract made with Michael Haas, dated July 17, 1857, at \$240 per annum.

Leave White's Corners Tuesday and Friday at 1 p. m.; arrive at Collins Centre by 6 p. m.

Leave Collins Centre Tuesday and Friday at 6 a. m.; arrive at White's Corners by 11 a. m.

Leave Morton's Corners Tuesday and Friday at 12 m.; arrive at Clarksburg by 2½ p. m.

Leave Clarksburg Tuesday and Friday at 3 p. m.; arrive at Morton's Corners by 5½ p. m.

ROUTE No. 1320a.

From Langford to Evans Centre Station, 14½ miles, and back, twice a week

Contract made with Matthew Brewer, dated April 25, 1857, at \$175 per annum.—(See acceptance on route 1320.)

(Schedule not reported.)

ROUTE No. 1321.

From White's Corners to Collins, 10 miles, and back, three times a week.

Bidders' names.	Sum per annum.
George W. Furguson.....	\$148, two-horse coach. <i>Accepted April 25, 1857.</i>
Nicholas Haen	500, two-horse covered carriage.
Nelson Hill.....	400. 000. From Eighteen-mile Station, omitting White's Corners and Water Valley.
A. Reed.....	325, one-horse carriage.
Jesse D. Smith.....	239.

Contract made with George W. Furguson, dated April 25, 1857, at \$148 per annum.
 Leave White's Corners Monday, Wednesday, and Friday, at 5 p. m.; arrive at Collins
 by 7½ p. m.
 Leave Collins Monday, Wednesday, and Friday, at 6 a. m.; arrive at White's Corners
 by 8½ a. m.

ROUTE No. 1322.

From West Falls to Glenwood, 6 miles, and back, once a week.
 Proposals to run twice a week invited.

Bidder's name.	Sum per annum.
Allen Potter.....	\$156, twice a week.
Zebulon Ferris	150, twice a week. *oo.
Samuel S. Reed	150. ooo.
Allen Potter.....	104.
Z. Ferris	100. ooo. <i>Accepted April 25, 1857.</i>

Contract made with Zebulon Ferris, dated April 25, 1857, at \$100 per annum.
 Leave West Falls Thursday at 8 a. m.; arrive at Glenwood by 9 a. m.
 Leave Glenwood Thursday at 5 a. m.; arrive at West Falls by 6½ a. m.

ROUTE No. 1323.

From Silver Creek to Randolph, 33 miles, and back, three times a week.

Bidders' names.	Sum per annum.
And. B. Smith	\$800, two-horse coach.
Benj. W. Cotton	695, two-horse stage. <i>Accepted April 25, 1857.</i>

Contract made with Benj. W. Cotton, dated April 25, 1857, at \$695 per annum.
 Leave Silver Creek Monday, Wednesday, and Friday, at ½ p. m.; arrive at Randolph
 by 7 p. m.
 Leave Randolph Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Silver Creek
 by 2 p. m.

ROUTE No. 1324.

From Gowanda to Springville, 16 miles, and back, twice a week.
 Proposals to run tri-weekly invited.

Bidders' names.	Sum per annum.
Charles E. Turner.....	\$350, two-horse carriage. 275, one-horse carriage. 25 less in proportion for three times a week. 153, horseback, or three times a week in proportion. <i>Accepted April 25, 1857.</i>
Achus Perryman.....	300, two-horse coach, ooo, three times a week, and run in connexion with 1290.
Jesse D. Smith.....	215.
Wilder T. Shepard.....	200, one-horse carriage. 300, one-horse carriage, three times a week.
Wm. W. Russell, (after time)...	175.

Contract made with Charles E. Turner, dated April 25, 1857, at \$153 per annum.
 Leave Gowanda Monday and Friday at 6 a. m.; arrive at Springville by 10½ a. m.
 Leave Springville Monday and Friday at ½ p. m.; arrive at Gowanda by 5 p. m.

ROUTE No. 1325.

From Dunkirk to Jamestown, 29 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Patterson & Hanes.....	\$1,872, two-horse conveyance.
Benj. W. Cotton	1,500, four-horse stage coach.
Warren D. Shaw	794, two-horse coach. <i>Accepted April 25, 1857.</i> 1,000, four-horse coach. 2,000, ooo, 1325 and 1326 combined. 2,250, two-horse coach, 1325 and 1326 combined. 2,700, four-horse coach, 1325 and 1326 combined.

CONTRACTS FOR CARRYING THE MAILS.

Contract made with Warren D. Shaw, dated April 25, 1857, at \$794 per annum.
 Leave Dunkirk daily, except Sunday, at 1 p. m.; arrive at Jamestown by 8 p. m.
 Leave Jamestown daily, except Sunday, at 4 a. m.; arrive at Dunkirk by 12 m.

ROUTE No. 1326.

From Dunkirk to Warren, 53 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Benj. W. Cotton	\$2,400, four-horse stage coach.
Patterson & Hanes	1,875, two-horse conveyance.
Warren D. Shaw	1,800, four-horse coach.
	1,494, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Warren D. Shaw, dated April 25, 1857, at \$1,494 per annum.
 Leave Dunkirk daily, except Sunday, at 8 a. m.; arrive at Warren by 5 p. m.
 Leave Warren daily, except Sunday, at 5 a. m.; arrive at Dunkirk by 2 p. m.

ROUTE No. 1327.

From Fredonia to Arkwright Summit, 8 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Jesse D. Smith	\$148.
Silas Town	70. <i>Accepted April 25, 1857.</i>

Contract made with Silas Town, dated April 25, 1857, at \$70 per annum.
 Leave Fredonia Tuesday and Saturday at 8 a. m.; arrive at Arkwright Summit by 10 a. m.
 Leave Arkwright Summit Monday and Friday at 10 a. m.; arrive at Fredonia by 12 m.

ROUTE No. 1328.

From Gerry to Charlotte Centre, 3 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Henry Williams	\$240, one-horse carriage. } Too high.
Ezekiel Williams	156, one-horse carriage. }

Contract negotiated and made with Ezekiel Williams, dated June 18, 1857, at \$52 per annum.

Leave Gerry Wednesday and Saturday at 8 p. m.; arrive at Charlotte Centre by 9 p. m.
 Leave Charlotte Centre Wednesday and Saturday at 6 p. m.; arrive at Gerry by 7 p. m.

ROUTE No. 1329.

From Barcelona to Jamestown, 30 miles, and back, six times a week, every other trip to omit Hartfield, Magnolia, and Harmony, and go by De Wittsville, Ellery, and Fluvanna.

Bidders' names.	Sum per annum.
Asa P. Johnson	\$1,240, four-horse post-coach, steamboat between Maysville and Jamestown during navigation.
And. B. Smith	1,000, two-horse coach.
Asa P. Johnson	939, four-horse post-coach to Maysville, 000 residue.
Asa Farnsworth	660, two or four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Asa Farnsworth, dated April 25, 1857, at \$600 per annum.
 Leave Barcelona daily, except Sunday, at 2 p. m.; arrive at Jamestown by 9 p. m.
 Leave Jamestown daily, except Sunday, at 6 a. m.; arrive at Barcelona by 1 p. m.

ROUTE No. 1330.

From Westfield to Columbus, Pa., 30 miles, and back, six times a week.
 Bids for tri-weekly trips invited.

Bidders' names.	Sum per annum.
Tracy & Clark.....	\$1,180, two-horse carriage.
Andrew B. Smith	1,000, two-horse coach.
Hiram D. Smith.....	680, two-horse coach.
Asa Farnsworth.....	500, two-horse carriage. <i>Accepted April 25, 1857.</i>
Hiram D. Smith.....	440, two-horse coach. (Received after time.)

Contract made with Asa Farnsworth, dated April 25, 1857, at \$500 per annum.
 Leave Westfield daily, except Sunday, at 1 p. m. ; arrive at Columbus by 7 p. m.
 Leave Columbus daily, except Sunday, at 5 a. m. ; arrive at Westfield by 11 a. m.

ROUTE No. 1331.

From Erie, Pa., to Little Valley, N. Y., 83 miles, and back, three times a week to Jamestown ; six times a week the residue.

Bids for the separate parts to and beyond Jamestown invited.

Bidders' names.	Sum per annum.
Andrew B. Smith.....	\$2,500, two-horse coach.
Daniel C. Patterson and Benjamin Hanes	2,078, two-horse conveyance.
Wm. Crumb.....	2,000, four-horse post-coach for part beyond Jamestown.
Alexander Smith	1,950, two-horse coach. (Withdrawn.)
Perry P. Tracy & Stephen Clark..	1,660, two-horse carriage. <i>Accepted April 25, 1857.</i>
Andrew B. Smith.....	1,400, two-horse coach ; end at Jamestown.
	1,200, four-horse coach ; commence at Jamestown.
	1,000, two-horse coach ; commence at Jamestown.
Hannibal Tyrrell	339, four-horse coach ; commence at Jamestown.

Contract made with Tracy & Clark, dated April 25, 1857, at \$1,660 per annum. Transferred to and made with Warren D. Shaw, at \$1,660, from July 1.

Leave Erie Tuesday, Thursday, and Saturday, at 9 a. m. ; arrive at Jamestown by 8 p. m.

Leave Jamestown daily, except Sunday, at 8 a. m. ; arrive at Little Valley by 3 p. m.

Leave Little Valley daily, except Sunday, at 10 a. m. ; arrive at Jamestown by 5 p. m.

Leave Jamestown Monday, Wednesday, and Friday, at 6 a. m. ; arrive at Erie by 6 p. m.

ROUTE No. 1332.

From Marvin to Sherman, 13 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Andrew B. Smith.....	\$450.
Jesse D. Smith.....	168.
Ransom More	125. <i>Accepted April 25, 1857.</i>

Contract made with Ransom More, dated April 25, 1857, at \$125 per annum.

Leave Marvin Monday and Friday at 1 p. m. ; arrive at Sherman by 5 p. m.

Leave Sherman Monday and Friday at 8 a. m. ; arrive at Marvin by 12 m.

ROUTE No. 1333.

From Fluvanna to Stockton, 15 miles, and back, three times a week.

Proposals to run only to Oregon invited.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$268. <i>Accepted April 25, 1857.</i>
After time.	
Alpheus Rhodes	300.
Warren D. Shaw	284.
S. H. Brown	300.

CONTRACTS FOR CARRYING THE MAILS.

Contract made with Jesse D. Smith, dated April 25, 1857, at \$268 per annum.

Leave Fluvanna Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Stockton by 11 a. m.

Leave Stockton Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Fluvanna by 6 p. m.

ROUTE No. 1334.

From Panama to Columbus, 12 miles, and back, once a week.

Bids to end at Pine Valley invited.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$89.
Aureney Stevens	70.
Zebulon Deforce.....	65.
John Judson.....	39, commence at Pine Valley. <i>Accepted April 25, 1857.</i>

Route changed and contract made with John Judson, dated April 25, 1857, at \$39 per annum.

Leave Pine Valley Saturday at 11 a. m.; arrive at Columbus by 12 m.

Leave Columbus Saturday at 9 a. m.; arrive at Pine Valley by 10 a. m.

ROUTE No. 1335.

From Panama to Westfield, 25 miles, and back, three times a week.

Bids to run only to Mayville invited.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$588.
A. P. Johnson.....	547, 000, Mayville; four-horse post-coach residue.
Terry Tracy and Stephen Clark.	530.
Andrew B. Smith.....	400, two-horse coach.
Hiram D. Smith.....	320, two-horse coach.
Elijah S. Polly.....	190, two-horse coach.
Asa Farnsworth.....	135, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Asa Farnsworth, dated April 25, 1857, at \$135 per annum.

Leave Panama Monday, Wednesday, and Friday, at 8 a. m.; arrive at Westfield by 1½ p. m.

Leave Westfield Monday, Wednesday, and Friday, at 2½ p. m.; arrive at Panama by 8 p. m.

ROUTE No. 1336.

From Jamestown to Cattaraugus, 35 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Andrew B. Smith	\$700, two-horse coach.
Alex. Smith	694, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Alexander Smith, dated April 25, 1857, at \$694 per annum.

Leave Jamestown Monday, Wednesday, and Friday, at 2 a. m.; arrive at Cattaraugus by 10 a. m.

Leave Cattaraugus Monday, Wednesday, and Friday, at 11 a. m.; arrive at Jamestown by 8 p. m.

ROUTE No. 1337.

From Cattaraugus to Eddyville, 8 miles, and back, six times a week to Otto; tri-weekly the remainder.

Bidders' names.	Sum per annum.
Abram Losee	\$250, one-horse carriage.
E. S. Pierce	225, two-horse covered carriage to Otto; one-horse residue. <i>Accepted April 25, 1857.</i>
	175.

Contract made with E. S. Pierce, dated April 25, 1857, at \$225 per annum.
 Leave Cattaraugus daily, except Sunday, at 4 p. m.; arrive at Otto by 5 p. m.
 Leave Otto Monday, Wednesday, and Friday, at 9 a. m.; arrive at Eddyville by 10½ a. m.
 Leave Eddyville Monday, Wednesday, and Friday, at 11 a. m.; arrive at Otto by ½ p. m.
 Leave Otto daily, except Sunday, at 3 p. m.; arrive at Cattaraugus by 4 p. m.

ROUTE No. 1338.

From Killbuck, by Great Valley, to Ellicottsville, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Hiram D. Smith.....	\$180, two-horse coach.
Patterson & Hanes.....	311.
John Patterson.....	289.
Charles Rounds.....	287. ooo.
James H. Metcalf.....	150, two-horse coach.
Ezra Holmes.....	140, two-horse carriage.
Daniel E. Bartlett.....	99. <i>Accepted April 25, 1857.</i>

Contract made with Daniel E. Bartlett, dated April 25, 1857, at \$99 per annum.
 Leave Killbuck daily, except Sunday, at 3 p. m.; arrive at Ellicottsville by 5 p. m.
 Leave Ellicottsville daily, except Sunday, at 9 a. m.; arrive at Killbuck by 11 a. m.

ROUTE No. 1339.

From Olean to Friendship, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Wygant & Hall.....	\$550, two-horse covered wagon.
William H. Martin.....	384, two-horse coach.
	364. ooo.
Patterson & Hanes.....	312.
Charles Rounds.....	287. ooo. <i>Accepted April 25, 1857.</i>

Contract made with Charles Rounds, dated April 25, 1857, at \$287 per annum.
 Leave Olean Monday, Wednesday, and Friday, at 9 a. m.; arrive at Friendship by 6 p. m.
 Leave Friendship Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Olean by 3 p. m.

ROUTE No. 1340.

From Hinsdale to Yorkshire, 28 miles, and back, three times a week.

Bidders' names.	Sum per annum.
David Paul.....	\$1,000, two-horse coach.
William H. Martin.....	784. ooo.
Jesse D. Smith.....	678.
John Patterson.....	667, two-horse coach.
Anson S. Rose.....	550, two horses.
Wilder F. Shepard.....	398, two-horse covered carriage. ooo. <i>Accepted April 25, 1857.</i>
D. C. Patterson and Benj. Hanes.	312.

Contract made with Wilder F. Shepard, dated April 25, 1857, at \$398 per annum.
 Leave Hinsdale Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Yorkshire by 3 p. m.
 Leave Yorkshire Monday, Wednesday, and Friday, at 9 a. m.; arrive at Hinsdale by 5 p. m.

ROUTE No. 1341.

From Cuba to China, 30 miles, and back, six times a week to Rushford, three times a week the residue. Bids to extend to Yorkshire invited.

Bidders' names.	Sum per annum.
Patterson & Hanes.....	\$230.
William H. Martin.....	987. ooo.
Levi West.....	800, two-horse carriage to Rushford, one horse residue, in bad weather.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Gardner George.....	\$750, end at Yorkshire; two-horse carriage to Rushford, one-horse carriage residue. 690, two-horse carriage to Rushford, one-horse residue.
Isaac Noble.....	549, two-horse wagon to Rushford, one-horse wagon residue.
Stephen P. Cady.....	530, two-horse covered carriage to Rushford, one-horse buggy residue.
Washington White.....	525, one-horse covered carriage to Rushford, one-horse buggy residue. <i>Accepted April 25, 1857.</i>

Contract made with Washington White, dated April 25, 1857, at \$525 per annum.
 Leave Cuba daily, except Sunday, at 2 p. m.; arrive at Rushford by 6 p. m.
 Leave Rushford Monday, Wednesday, and Friday, at 5½ a. m.; arrive at China by 9 a. m.
 Leave China Monday, Wednesday, and Friday, at 2 p. m.; arrive at Rushford by 5 p. m.
 Leave Rushford daily, except Sunday, at 7 a. m.; arrive at Cuba by 10½ a. m.

ROUTE No. 1342.

From Cuba to Rockville, 9 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Dan'l C. Patterson and Benjamin Hanes.....	\$176.
Jesse D. Smith.....	158.
John Hamlin.....	114. ooo. <i>Accepted April 25, 1857.</i>

Contract made with John Hamlin, dated April 25, 1857, at \$114 per annum.
 Leave Cuba Tuesday and Saturday at 11 a. m.; arrive at Rockville by 1 p. m.
 Leave Rockville Tuesday and Saturday at 7 a. m.; arrive at Cuba by 9 a. m.

ROUTE No. 1343.

From Cuba to West Clarksville, 9 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$88.
Patterson & Hanes.....	78.
John Hamlin.....	69. ooo. <i>Accepted April 25, 1857.</i>

Contract made with John Hamlin, dated April 25, 1857, at \$69 per annum.
 Leave Cuba Thursday at 11 a. m.; arrive at West Clarksville by 1 p. m.
 Leave West Clarksville Thursday at 7 a. m.; arrive at Cuba by 9 a. m.

ROUTE No. 1344.

From Belvidere to Rushford, 20 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Levi West.....	\$1,050.
Patterson & Hanes.....	699.
Joseph Garlinghouse, jr.	688. ooo.
Peter S. Stout.....	450, two-horse coach.
Charles Rounds.....	387. ooo. <i>Accepted April 25, 1857.</i>

Contract made with Charles Rounds, dated April 25, 1857, at \$387 per annum.
 Leave Belvidere daily, except Sunday, at 3 a. m.; arrive at Rushford by 8 a. m.
 Leave Rushford daily, except Sunday, at 9 a. m.; arrive at Belvidere by 2 p. m.

ROUTE No. 1345.

From Belvidere to Geneseo, 45 miles, and back, six times a week; half the trips to go by Allen Centre, Short Track, and Granger, omitting Allen and Grove.
 Separate proposals for the parts to and beyond Nunda invited.

Bidders' names.	Sum per annum.
Patterson & Hanes.....	\$1,559.
Peter S. Stout.....	1,475, two-horse coach.
William H. Martin.....	1,084, two-horse coach.
	964. ooo.
	784, ooo, end at Nunda. <i>Accepted April 25, 1857.</i>
Zimri H. Austin.....	600, ooo, commence at Nunda.
Peter S. Stout.....	315, two-horse coach, end at Angelica.
William H. Martin.....	264, two-horse coach, commence at Nunda.
Joel Dailey.....	248, ooo, Nunda to Geneseo.
John R. Marsh.....	174, ooo, commence at Nunda. <i>Accepted April 25, 1857. (See 1345a.)</i>

Contract made with William H. Martin, dated April 25, 1857, at \$784 per annum, for service from Belvidere to Nunda.

Leave Belvidere daily, except Sunday, at 3 p. m.; arrive at Nunda by 9 p. m.

Leave Nunda daily, except Sunday, at 6 a. m.; arrive at Belvidere by 12 m.

ROUTE No. 1345a.

From Nunda to Geneseo, 17 miles, and back, six times a week. (See acceptance on 1345.)

Contract made with John R. Marsh, dated April 25, 1857, at \$174 per annum.

Leave Nunda daily, except Sunday, at 9½ a. m.; arrive at Geneseo by 1½ p. m.

Leave Geneseo daily, except Sunday, at 11 a. m.; arrive at Nunda by 3 p. m.

ROUTE No. 1346.

From Wellsville to Knoxville, Penn., 35 miles, and back, twice a week, and two additional weekly trips to Whitesville.

Bidders' names.	Sum per annum.
Howe & Richardson.....	\$800, three times a week to Whitesville, twice a week residus. No guaranty.
John Higgins.....	750, schedule proposed. No guaranty.
William H. Scott.....	750, no guaranty.
Orrin W. Langdon.....	650, no certificate.
Charles E. Phipps.....	649, one or two horses.
Patterson & Hanes.....	624.
John Hamlin.....	624. ooo.
William Van Buren.....	510, one-horse buggy.
Ralzey Steadman.....	470, two-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Ralzey Steadman, dated April 25, 1857, at \$470 per annum.

Leave Wellsville Monday and Thursday at 7 a. m.; arrive at Knoxville by 6 p. m.

Leave Knoxville Tuesday and Friday at 7 a. m.; arrive at Wellsville by 6 p. m.

Leave Wellsville Wednesday and Saturday at 7 a. m.; arrive at Whitesville by 10 a. m.

Leave Whitesville Wednesday and Saturday at 12 m.; arrive at Wellsville by 3 p. m.

ROUTE No. 1347.

From Burns to Dansville, 9½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$398.
D. C. Patterson & Benj. Hanes..	312, two-horse carriage.
Henry Henry.....	235, two-horse coach.
L. M. Stedman.....	230, two-horse carriage. <i>Accepted April 25, 1857.</i>
Wm. B. Brown.....	249, two-horse carriage.

Contract made with L. M. Stedman, dated April 25, 1857, at \$230 per annum.

Leave Burns daily, except Sunday, at ½ p. m.; arrive at Dansville by 2½ p. m.

Leave Dansville daily, except Sunday, at 4 p. m.; arrive at Burns by 6½ p. m.

ROUTE No. 1348.

From Hornellsville, by Big Creek, Howard, Groff's Mills, and Kanona, to Bath, 22 miles, and back, three times a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Perry Topping.....	\$950, two-horse stage.
N. and M. Harris & Ira Lane...	500, two-horse coach or carriage.
Wm. H. Martin.....	674. 000.
Patterson & Hanes.....	624.
Wm. C. Bishop.....	620, two-horse coach. <i>Accepted April 25, 1857.</i>
Jesse D. Smith.....	470.

Contract made with William C. Bishop, dated April 25, 1857, at \$620 per annum.
 Leave Hornellsville Monday, Wednesday, and Friday, at 1 p. m.; arrive at Bath by 6 p. m.
 Leave Bath Monday, Wednesday, and Friday, at 6 a. m.; arrive at Hornellsville by 11 a. m.

ROUTE No. 1349.

From Hornellsville to Wayland Depot, 21 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$188.
Dwight Harrison.....	156, one-horse buggy or sulky.
Selah Van Scoten.....	150, when roads permit.
John Hamlin.....	149. 000.
Barney W. Shortt.....	143, one-horse buggy.
M. D. Strickland.....	130. <i>Accepted April 25, 1857.</i>

Contract made with M. D. Strickland, dated April 25, 1857, at \$130 per annum.
 Leave Hornellsville Friday, at 6 a. m.; arrive at Wayland Depot by 12 m.
 Leave Wayland Depot Friday, at 1 p. m.; arrive at Hornellsville by 8 p. m.

ROUTE No. 1350.

From Crosbyville to Howard, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. C. Bishop.....	\$100.
N. and M. Harris & Ira Lane...	100.
John Hamlin.....	84. 000. <i>Accepted April 25, 1857.</i>
Jesse D. Smith.....	84.
John D. Towle, (after time)....	78. (\$1 50 per trip.)

Contract made with John Hamlin, dated April 25, 1857, at \$84 per annum.
 Leave Crosbyville Friday, at 4 p. m.; arrive at Howard by 7 p. m.
 Leave Howard Friday, at 12 m.; arrive at Crosbyville by 3 p. m.

ROUTE No. 1351.

From Wayland Depot to Nunda, 22 miles, and back, six times a week to Dansville, and once a week the remainder.

Bidders' names.	Sum per annum.
Patterson & Hanes.....	\$396.
L. M. Stedman.....	325, two-horse carriage.
Henry Henry.....	298, two-horse coach to Dansville, horse residus.
Rice Trembly.....	287, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Rice Trembly, dated April 25, 1857, at \$287 per annum.
 Leave Wayland Depot daily, except Sunday, at 10 a. m.; arrive at Dansville by 11½ a. m.
 Leave Dansville Monday, at 7 a. m.; arrive at Nunda at 11 a. m.
 Leave Nunda Monday, at 12 m.; arrive at Dansville by 4 p. m.
 Leave Dansville daily, except Sunday, at 5 p. m.; arrive at Wayland Depot by 6½ p. m.

ROUTE No. 1352.

From North Cohocton to Prattsburg, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry Neff.....	\$98.
Joseph Crouch.....	95.
Jesse D. Smith.....	88.
Joseph Windnagle.....	80.
John Hamlin.....	77. 000. <i>Accepted April 25, 1857.</i>

Contract made with John Hamlin, dated April 25, 1857, at \$77 per annum.
 Leave North Cohocton Friday at 8 a. m.; arrive at Prattsburg by 11 a. m.
 Leave Prattsburg Friday at 1 p. m.; arrive at North Cohocton by 4 p. m.

ROUTE No. 1353.

From Andover to Andover, 20 miles, once a week. Proposals to run twice a week invited.

Bidders' names.	Sum per annum.
John Hamlin	\$254. 000.
Jesse D. Smith.....	132.
John Hamlin	129. 000.
Elisha B. Greene	75, one-horse wagon, when roads permit.
Thaddeus Baker.....	65.
	120, twice a week. <i>Accepted April 25, 1857.</i>

Contract made with Thaddeus Baker, dated April 25, 1857, at \$120 per annum, for twice a week service.

Leave Andover Tuesday and Friday at 8 a. m.; arrive at Andover by 2 p. m.

ROUTE No. 1354.

From Canistota to White's Corners, Pa., 23 miles, and back, three times a week to Rexville, 14 miles, and once a week the residue.

Bidders' names.	Sum per annum.
James W. Smith.....	\$325, two-horse conveyance to Rexville, one-horse residue. <i>Accepted April 25, 1857.</i>
Stephen S. Towsley.....	312, to Rexville.
Calvin W. Dennison, (after time.)	250, two-horse coach.
John H. Youngs, (after time) ..	249, two-horse spring wagon from Rexville to Ben- nettville, and horse residue.

Contract made with James W. Smith, dated April 25, 1857, at \$325 per annum.
 Leave Canistota Monday, Wednesday, and Friday, at 1 p. m.; arrive at Rexville by 5 p. m.
 Leave Rexville Friday at 5½ p. m.; arrive at White's Corners by 8 p. m.
 Leave White's Corner's Saturday at 7 a. m.; arrive at Rexville by 9 a. m.
 Leave Rexville Monday, Wednesday, and Friday at 7 a. m.; arrive at Canistota by 11 a. m.

ROUTE No. 1355.

From Rexville to Westfield, Pa., 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$134 00.
Charles E Phipps	95 00.
John Hamlin	93 00. 000. <i>Accepted April 25, 1857.</i>
Walter B. Olmstead.....	89 00.
John H. Youngs, (after time) ..	84 75.
Calvin W. Dennison, (after time.)	85 00, end at Brookfield.

Contract made with John Hamlin, dated April 25, 1857, at \$93 per annum.
 Leave Rexville Thursday at 7 a. m.; arrive at Westfield by 11 a. m.
 Leave Westfield Thursday at 1 p. m.; arrive at Rexville by 5 p. m.

ROUTE No. 1356.

From Woodhull to Knoxville, Pa., 15 miles, and back, twice a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Henry Reynolds.....	\$250 00, one-horse carriage.
Joseph Potter.....	246 75, one-horse buggy.
Jesse D. Smith.....	230 00.
John Hamlin	219 00.
Silas G. Tubbs	200 00.
S. S. Towsley	197 00.
William A. Whitaker.....	195 00, one-horse buggy.
Charles E. Phipps	185 00, one or two horses.
Horatio S. Williams.....	185 00.
Charles Mosher.....	169 00. <i>Accepted April 25, 1857.</i>

Contract made with Charles Mosher, dated April 25, 1857, at \$169 per annum.

Leave Woodhull Wednesday and Saturday at 4½ p. m.; arrive at Knoxville by 8 p. m.

Leave Knoxville Wednesday and Saturday at 10 a. m.; arrive at Woodhull by 1½ p. m.

ROUTE No. 1357.

From West Addison to Risingville, 5 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Hamlin	\$64. 000.
Jesse D. Smith.....	43.
Frank Spencer	39. <i>Accepted April 25, 1857.</i>

Contract made with Frank Spencer, dated April 25, 1857, at \$39 per annum.

Leave West Addison Saturday at 3 p. m.; arrive at Risingville by 4½ p. m.]

Leave Risingville Saturday at 1 p. m.; arrive at West Addison by 2½ p. m.

ROUTE No. 1358.

From West Addison to Bath, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
Frank Spencer	\$130.
William McPherson.....	130.
Evert V. Look	130.
Jesse D. Smith	94.
John Hamlin	89. 000. <i>Accepted April 25, 1857.</i>

Contract made with John Hamlin, dated April 25, 1857, at \$89 per annum.

Leave West Addison Saturday at 2 p. m.; arrive at Bath by 6 p. m.

Leave Bath Saturday at 8 a. m.; arrive at West Addison by 12 m.

ROUTE No. 1359.

From Addison to Knoxville, Pennsylvania, 18 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Horatio S. Williams.....	\$675 00, two-horse post-coach.
S. S. Towsley	544 00, two-horse conveyance.
Hall & Wygant	449 00, two-horse covered carriage.
Charles E. Phipps	295 00, two-horse team.
Leander Culver	250 00, two-horse coach.
L. Davenport and Charles Ryon..	199 50, two-horse coach.
Charles Ryon	192 00, two-horse coach.
R. T. Wood.....	191 00, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with R. T. Wood, dated April 25, 1857, at \$191 per annum.

Leave Addison daily, except Sunday, at 11 a. m.; arrive at Knoxville by 3 p. m.

Leave Knoxville daily, except Sunday, at 10 a. m.; arrive at Addison by 2 p. m.

ROUTE No. 1360.

From Addison to Rexville, 28 miles, and back; six times a week to Jasper, 18 miles, and twice a week the remainder.

Bidders' names.	Sum per annum.
Oliver Whiting, jr	\$1,200.
Hilborn & Tunnerman	980, two-horse coach to Jasper.
Christopher Marlat	900, two-horse coach.
Horatio S. Williams	800, two-horse post-coach.
Hall & Wygant	699.
S. S. Towsley	634, two-horse coach to Jasper.
Nelson Johnson	600, two-horse coach to Jasper.
Richard C. Twogood	478, two-horse coach to Jasper. <i>Accepted April 25,</i> 1857.
Calvin W. Denison, (after time) ..	425, two-horse coach to Jasper.

Contract made with Richard C. Twogood, dated April 25, 1857, at \$478 per annum.

Leave Addison daily, except Sunday, at 1 p. m.; arrive at Jasper by 6 p. m.

Leave Jasper Wednesday and Saturday at 7 a. m.; arrive at Rexville by 10 a. m.

Leave Rexville Wednesday and Saturday at 11 a. m.; arrive at Jasper by 2 p. m.

Leave Jasper daily, except Sunday, at 6 a. m.; arrive at Addison by 11 a. m.

ROUTE No. 1361.

From Bath to Watkins, 27 miles, and back, twice a week.

Bids to commence at Savona or Cooper's Plains, instead of Bath, invited.

Bidders' names.	Sum per annum.
Robert Lockwood	\$600, two-horse coach; or 600, diverge and run by Monterey and Cooper's Plains, three times a week.
Hiram Newcomb	500. 000. 450, from Savona. 400, from Cooper's Plains.
Jonathan Kent	500, two-horse carriage, commence at Cooper's Plains.
Philip Ruscoe	447. 000, commence at Cooper's Plains. 472, three times a week, Cooper's Plains; to Wat- kins.
Jesse D. Smith	460.
Nathan F. Rood	450. 375, commence at Cooper's Plains. No guaranty.
William McPherson	450.
John Hamlin	439. 000.
N. & M. Harris and Ira Lane ..	400.
William McPherson	395.
Leroy Gaylord	380, two-horse carriage, commence at Cooper's Plains. <i>Accepted April 25, 1857.</i>
B. Branson Sweitzer	365, horse and buggy, with rest time at Bradford.
Leroy Gaylord	312, two-horse coach, by proposed schedule.
Jeremiah Coon, (after time)	500. 000.

Contract made with Leroy Gaylord, dated April 25, 1857, at \$380 per annum.

Leave Cooper's Plains Monday and Friday at 2 p. m.; arrive at Orange by 5 p. m.

Leave Orange Monday and Friday at 8 a. m.; arrive at Cooper's Plains by 10½ a. m.

Leave Watkins Tuesday and Saturday at 2 p. m.; arrive at Orange by 5 p. m.

Leave Orange Tuesday and Saturday at 8 a. m.; arrive at Watkins by 12 m.

ROUTE No. 1362.

From Bath to Jasper, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
William McPherson	\$150.
Jesse D. Smith	149.
S. S. Towsley	144.
John Hamlin	124. 000. <i>Accepted April 25, 1857.</i>

Contract made with John Hamlin, dated April 25, 1857, at \$124 per annum.

Leave Bath Wednesday at 1 p. m.; arrive at Jasper by 7 p. m.

Leave Jasper Wednesday at 8 a. m.; arrive at Bath by 12 m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1363.

From Bath to Towlesville, 11 miles, and back, once a week.

Bidders' names.	Sum per annum.
Perry Topping	\$125.
N. & M. Harris and Ira Lane...	120.
John Hamlin	93. ooo.
Jesse D. Smith.....	82. <i>Accepted April 25, 1857.</i>

Contract made with Jesse D. Smith, dated April 25, 1857, at \$82 per annum.

Leave Bath Thursday at 1 p. m.; arrive at Towlesville by 4 p. m.

Leave Towl'sville Thursday at 7 a. m.; arrive at Bath by 10 a. m.

ROUTE No. 1364.

From Urbana to Branchport, 14 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Reuben Peynear.....	\$300 00, one-horse vehicle.
Elisha Roff	312 00.
John A. Prentiss.....	273 75.
William Peynear	240 00, one-horse vehicle.
John A. Prentiss	223 75. <i>Accepted April 25, 1857.</i>
Joshua W. Egleston	220 00, schedule proposed.

Contract made with John A. Prentiss, dated April 25, 1857, at \$223 75 per annum.

Leave Urbana Monday, Wednesday, and Friday, at 10½ a. m.; arrive at Pultney by 1 p. m.

Leave Pultney at 2 p. m.; arrive at Branchport by 3½ p. m.

Leave Branchport Monday, Wednesday, and Friday, at 4½ p. m.; arrive at Pultney by 6 p. m.

Leave Pultney Monday, Wednesday, and Friday, at 7 a. m.; arrive at Urbana by 9½ a. m.

ROUTE No. 1365.

From Savona to Rock Stream, 26 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jesse D. Smith	\$889.
Alfred Moffatt	700, horse and carriage.
Robert Lockwood.....	650, two-horse coach.
Hiram Newcomb	700, ooo, six times a week to Bradford, three times a week residue.
George W. Ruscoe	600. ooo.
Alfred Moffatt.....	560, six times a week to Bradford, three times a week residue.
Thomas J. Horton.....	550.
Thomas W. Jessup.....	475, one-horse wagon.
Hiram Newcomb	475. ooo
Alfred Moffatt.....	460, horse and carriage.
Nathaniel Sutton.....	455. ooo.
Abraham C. Bryan.....	450, end at Tyrone.
	450.
John D. Davis	449, no guaranty.
Samuel C. Yost	443, one-horse carriage.
Alonzo M. Atwater	440.
Emery T. Hewlett.....	435.
John Roberts, jr	430.
Nathaniel Smith	419. ooo.
William F. Dales.....	417, one-horse wagon, commence at Big Stream.
Theron D. Francis.....	410. ooo.
Alanson T. Wheeler.....	405.
John D. Davis	400, one-horse carriage.
Alfred Vanderhoof.....	384, one-horse wagon, end at Big Stream.
Benjamin E. Jones.....	350. ooo. <i>Accepted April 25, 1857.</i>

Contract made with Benjamin E. Jones, dated April 25, 1857, at \$350 per annum.

Leave Savona, Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Rock Stream by 2 p. m.

Leave Rock Stream Monday, Wednesday, and Friday, at 12 m.; arrive at Savona by 6 p.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 1366.

From Starkey to Trumansburg, 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Benjamin P. Sears	\$575, one-horse wagon; proposed to change schedule.
Alfred Goodwin	400, in wagons, omitting Hector, with three additional trips to North Hector. <i>Accepted April 25, 1857.</i>
	450, for same, and extend the Hector trips to Logan.

Contract made with Alfred Goodwin, dated April 25, 1857, at \$400 per annum.

Leave Starkey Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Trumansburg by 11 a. m.

Leave Trumansburg Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Starkey by 6 p. m.

Additional schedule.

Leave Starkey Monday, Wednesday, and Friday, at 7 a. m.; arrive at Hector by 10 a. m.

Leave Hector Monday, Wednesday, and Friday, at 10½ a. m.; arrive at Starkey by 6 p. m.

ROUTE No. 1367.

From Watkins to Lodi, 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Robert Lockwood	\$400, two-horse coach.
John Hamlin	225. 000.
Jesse D. Smith	194. <i>Accepted April 25, 1857.</i>

Contract made with Jesse D. Smith, dated April 25, 1857, at \$194 per annum.

Leave Watkins Tuesday and Saturday at 12 m.; arrive at Lodi by 3½ p. m.

Leave Lodi Tuesday and Saturday at 6½ a. m.; arrive at Watkins by 10 a. m.

ROUTE No. 1368.

From Starkey to Dundee, 3 miles, and back, twelve times a week, with branch from Starkey to Eddytown, 1½ mile, six times a week, in due connexion.

Bidders' names.	Sum per annum.
Samuel C. Harpending	\$395, two-horse coach or omnibus to Dundee, and one-horse residue.
George A. Ringer	200, two-horse omnibus to Dundee, horse residue.
Justus Ellis	200, two-horse coach, horse or one-horse wagon on branch. <i>Accepted April 25, 1857.</i>

Contract made with Justus Ellis, dated April 25, 1857, at \$300 per annum.

Leave Starkey daily, except Sunday, at 6½ a. m. and 11 a. m.; arrive at Dundee by 7 a. m. and 12 m.

Leave Dundee daily, except Sunday, at 5½ a. m. and 10 a. m.; arrive at Starkey by 6 a. m. and 10½ a. m.

ROUTE No. 1369.

From Corning to Batavia, 100 miles, and back, six times a week.

(No bids)

Service performed by Buffalo, Corning, and New York Railroad Company, at \$4,286 per annum.

ROUTE No. 1370.

From Corning to Watkins, 22 miles, and back, once a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
David W. Frost	\$225, horse or buggy.
Benjamin Clark	225, one-horse carriage, twice a week, omitting Hornby. 50 additional, to supply Hornby from Corning.
Joseph H. Howe	200, one-horse coach.
Neal Gardner	195, one-horse wagon.
Jesse D. Smith	140, buggy.
Hiram Colegrove	134.
John Hamlin	125, and include Catlin Centre. 123. 000. <i>Accepted April 25, 1857.</i>

Contract made with John Hamlin, dated April 25, 1857, at \$123 per annum.
Leave Corning Friday at 5 a. m.; arrive at Watkins by 11 a. m.
Leave Watkins Friday at 1 p. m.; arrive at Corning by 7 p. m.

ROUTE No. 1371.

From Elmira to Cayuta, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse D. Smith	\$158.
John Hamlin	119. 000.
John Swartwood	100. No guaranty.
Elijah Ruger	92, coach when roads are good. <i>Accepted April 25, 1857.</i>
<i>After time.</i>	
Robert Nelson	90. No guaranty.
John Swartwood	100, sulky.

Contract made with Elijah Ruger, dated April 25, 1857, at \$92 per annum.
Leave Elmira Saturday at 1 p. m.; arrive at Cayuta by 7 p. m.
Leave Cayuta Saturday at 6 a. m.; arrive at Elmira by 11 a. m.

ROUTE No. 1372.

From Elmira to Mansfield, Pa., 26 miles, and back, once a week, with a second weekly trip to Daggett's Mills.

Bidders' names.	Sum per annum.
John Hamlin	\$319. 000.
Shepherd Miller	196.
Wright Dunham	144. 000. <i>Accepted April 25, 1857.</i>
Wm. Adams, (after time)	215. 000.

Contract made with Wright Dunham, dated April 25, 1857, at \$144 per annum.
Leave Elmira Wednesday at 5 a. m.; arrive at Mansfield by 11 a. m.
Leave Mansfield Wednesday at 1 p. m.; arrive at Elmira by 7 p. m.
Trip to Daggett's Mills on Saturday.

ROUTE No. 1373.

From Wellsburg to Orcutt Creek, Pennsylvania, 7 miles, and back, once a week.

Bidders' names.	Sum per annum.
Francis H. Arnold	\$80. 000.
Jesse D. Smith	79.
H. W. Young	52. No guaranty.
Charles Tubbs	50.
John Hamlin	49. 000. <i>Accepted April 25, 1857.</i>

Contract made with John Hamlin, dated April 25, 1857, at \$49 per annum.
Leave Wellsburg Saturday at 6 a. m.; arrive at Orcutt Creek by 7½ a. m.
Leave Orcutt Creek Saturday at 9 a. m.; arrive at Wellsburg by 10½ a. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 1374.

From Chemung to Van Etnenville, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$134.
Andrew J. Selleg.....	130.
John Hamlin	114. 000.
John Barnfield.....	80, carriage when travelling is good. <i>Accepted</i>

April 25, 1857.

Contract made with John Barnfield, dated April 25, 1857, at \$80 per annum.

Leave Chemung Saturday at 6 a. m.; arrive at Van Etnenville by 12 m.

Leave Van Etnenville Saturday at 1 p. m.; arrive at Chemung by 7 p. m.

ROUTE No. 1375.

From Owego to Cayuga, 73 miles, and back, six times a week, with six additional weekly trips to Ithaca.

(No bids.) Service performed by Delaware Lock and Western Railroad Company, at \$3,214 per annum.

ROUTE No. 1376.

From Owego to Ithaca, 26 miles, and back, twice a week.

Bids for three trips a week invited.

Bidders' names.	Sum per annum.
R. F. Legg	\$800, two-horse covered conveyance. 1,000, three times a week; or 600, two-horse coach, three times a week, and rest time at Speedsville. 900, combined with 1385. 800, two-horse coach, with less trips. 460, two-horse coach, with rest at Speedsville, three times a week on Owego end, and twice a week residue. 1,800, combined with 1377, 1380, 1381, and 1385.
Otis W. Legg	750, two-horse carriage.
John Hamlin	496. 000. <i>Accepted April 25, 1857.</i>
Jesse D. Smith	489.
Otis W. Legg	390, two-horse coach, rest time at Speedsville. Schedule proposed.

Contract made with John Hamlin, dated April 25, 1857, at \$496 per annum.

Leave Owego Tuesday and Friday at 7 a. m.; arrive at Ithaca by 3 p. m.

Leave Ithaca Wednesday and Saturday at 7 a. m.; arrive at Owego by 3 p. m.

ROUTE No. 1377.

From Owego to Richford, 20 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$1,198.
R. F. Legg.....	900, one-horse covered conveyance, combined with part of 1385. 800, same, with fewer trips. 800, two-horse service. 750, two-horse post-coach. 700, two-horse stage, and when snow, in good sleigh. 600, two-horse coach. 595, two-horse coach. 585, two-horse post-coach. 540, two-horse coach. <i>Accepted April 25, 1857.</i> 780, two-horse post-coach.
W. H. Muzzy.....	
Horatio S. Williams.....	
Isaac Kipp	
Ephraim B. Garland.....	
Ethan S. Locke.....	
Ozias J. Slossan	
H. S. Jarvis	
Richard Brower, (after time)....	

Contract made with H. S. Jarvis, dated April 25, 1857, at \$540 per annum, transferred to and made with A. Morgan, at \$540 per annum.

Leave Owego daily, except Sunday, at 4 p. m. ; arrive at Richford by 8 p. m.
 Leave Richford daily, except Sunday, at 6 a. m. ; arrive at Owego by 11 a. m.

ROUTE No. 1378.

From Owego to Shepherd's Creek, 20 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Jesse D. Smith	\$334.
W. H. Muzzy	300.
Jno. Hamlin	249. ooo
Stephen Reed	225.
Garey F. Springsteen	200. <i>Accepted April 25, 1857.</i>

Contract made with Garey F. Springsteen, dated April 25, 1857, at \$200 per annum.
 Leave Owego Tuesday and Friday at 6 a. m. ; arrive at Shepherd's Creek by 12 m.
 Leave Shepherd's Creek Tuesday and Friday at 2 p. m. ; arrive at Owego by 8 p. m.

ROUTE No. 1379.

From Candor to West Cayuta, 20 miles, and back, six times a week to Spencer, and twice a week the residue.

Bidders' names.	Sum per annum.
Horatio S. Williams	\$450, two-horse post-coach to Spencer, horse residue.
Edward S. Willett	344, two-horse carriage. <i>Accepted April 25, 1857.</i>
Jesse D. Smith	298.

Contract made with Edward S. Willett, dated April 25, 1857, at \$344 per annum.
 Leave Candor daily, except Sunday, at 7 a. m. ; arrive at Spencer by 8½ a. m.
 Leave Spencer Tuesday and Friday at 9 a. m. ; arrive at West Cayuta by 12 m.
 Leave West Cayuta Tuesday and Friday at 1 p. m. ; arrive at Spencer by 4½ p. m.
 Leave Spencer daily, except Sunday, at 5 p. m. ; arrive at Candor by 6½ p. m.

ROUTE No. 1380.

From Newark Valley to Ketchumville, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Legg	\$250, supply offices on 1381. <i>Schedule proposed.</i>
Jesse D. Smith	82.
James J. Holland	75, horse and vehicle.
John Hamlin	74. ooo.
Ichabod A. Ford	55. ooo.
Aaron C. Chapman	50. ooo.
Elijah Belcher	44. ooo. <i>Accepted April 25, 1857.</i>

Contract made with Elijah Belcher, dated April 25, 1857, at \$44 per annum.
 Leave Newark Valley Tuesday at 9 a. m. ; arrive at Ketchumville by 11 a. m.
 Leave Ketchumville Tuesday at 1 p. m. ; arrive at Newark Valley by 3 p. m.

ROUTE No. 1381.

From Newark Valley, by Wilson Creek and East Berkshire, to Lisle, 15 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Jesse D. Smith	\$215.
Aaron C. Chapman	199. ooo.
John Hamlin	194. ooo.
Ichabod A. Ford	179. ooo.
James J. Holland	155, horse and vehicle.
Henry Orton	150, one-horse vehicle.
Elijah Belcher	144. ooo. <i>Accepted April 25, 1857.</i>

Contract made with Elijah Belcher, dated April 25, 1857, at \$144 per annum.
 Leave Newark Valley Wednesday and Saturday at 8 a. m. ; arrive at Lisle by 12 m.
 Leave Lisle Wednesday and Saturday at 2 p. m. ; arrive at Newark Valley by 6 p. m.

ROUTE No. 1382.

From Ithaca to Moravia, 25 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Robert L. Watkins	\$700, two-horse coach.
Jesse D. Smith	596.
Isaac Wilcox	470, two-horse carriage.
Martin M. Elmendorf	450, two-horse coach.
John Hamlin	449. 000.
Henry B. Clark	400, two-horse coach, six times a week; end at Groton.
William H. Day	396. 000.
Dorwin F. Wright	390, two-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Dorwin F. Wright, dated April 25, 1857, at \$390 per annum.

Leave Ithaca Monday, Wednesday, and Friday, at 7 a. m.; arrive at Moravia by $\frac{1}{2}$ p. m.

Leave Moravia Monday, Wednesday, and Friday, at 1 p. m.; arrive at Ithaca by 7 p. m.

ROUTE No. 1383.

From Ithaca to Ovid, 28 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Robert L. Watkins	\$1,500, two-horse coach from April 1 to December 1, and with four-horse coach from Ithaca to Farmer, and two-horse coach from Farmer to Ovid the residue of the time, viz: during suspension of navigation.
Patterson & Hanes	1,248, two-horse conveyance.
David Clough	1,000, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with David Clough, dated April 25, 1857, at \$1,000 per annum.

Leave Ithaca daily, except Sunday, at 8 a. m.; arrive at Ovid by 2 p. m.

Leave Ovid daily, except Sunday, at 3 p. m.; arrive at Ithaca by 9 p. m.

ROUTE No. 1384.

From Ithaca to Cortlandt Village, 23 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Jesse D. Smith	\$984.
Rob. L. Watkins	800.
Jesse D. Smith	648.
Lewis Barton	590, two or four-horse coach, as the roads require.
William Angle	500, two or four-horse coach.
Rich. Cornell & Harriet Cornell.	495, two-horse coach or carriage.
John McKevitt	345. 000.
Phineas M. Blodgett	312, two-horse carriage.
Horace P. Goodrich	288, two-horse covered carriage. <i>Accepted April 25, 1857.</i>

Contract made with Horace P. Goodrich, dated April 25, 1857, at \$288 per annum.

Leave Ithaca daily, except Sunday, at 7 $\frac{1}{2}$ a. m.; arrive at Cortlandt Village by $\frac{1}{2}$ p. m.

Leave Cortlandt Village daily, except Sunday, at 2 p. m.; arrive at Ithaca by 7 p. m.

ROUTE No. 1385.

From Ithaca, by Slatersville, Caroline, West Richford, Richford, and Centre Lisle, to Lisle, 28 miles, and back, twice a week.

Bids for tri-weekly service will be considered.

Bidders' names.	Sum per annum.
Robert L. Watkins	\$600, one-horse coach.
John Hamlin	589, 000, three times a week.
Augustus Morgan	424.
	580, three times a week.
B. F. Legg	250, embracing Ketchumville; schedule changed.
	500, with rest time at Richford, and include supply of Mott's Corners.
	775, embracing 1376.
John Hamlin	397. 000. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract made with John Hamlin, dated April 25, 1857, at \$397 per annum.
 Leave Ithaca Tuesday and Saturday at 5 a. m. ; arrive at Lisle by 12 m.
 Leave Lisle Tuesday and Saturday at 2 p. m. ; arrive at Ithaca by 9 p. m.

ROUTE No. 1386.

From Ithaca to South Danby, 8 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$184.
John Hamlin	184. ooo.
Isaac Wilcox.....	145. <i>Accepted April 25, 1857.</i>

Contract made with Isaac Wilcox, dated April 25, 1857, at \$145 per annum
 Leave Ithaca Monday, Wednesday, and Friday, at 9 a. m. ; arrive at South Danby by 10½ a. m.
 Leave South Danby Monday, Wednesday, and Friday, at 11½ a. m. ; arrive at Ithaca by 1 p. m.

ROUTE No. 1387.

From Ithaca to Havanna, 25 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Robert L. Watkins.....	\$700, two-horse coach.
Robert Lockwood.....	600, two-horse coach.
William Worden, jr.....	650, two-horse covered carriage.
Jesse D. Smith.....	598.
	528.
Hartwell M. Ferguson.....	519, two-horse covered carriage. ooo.
Isaac Wilcox.....	495, two-horse coach.
Philo M. Woodruff	450, two-horse coach.
John Hamlin	449. ooo. <i>Accepted April 25, 1857.</i>

Contract made with John Hamlin, dated April 25, 1857, at \$449 per annum.
 Leave Ithaca Monday, Wednesday, and Friday, at 8½ a. m. ; arrive at Havanna by 2 p. m.
 Leave Havanna Tuesday, Thursday, and Saturday, at 9 a. m. ; arrive at Ithaca by 2½ p. m.

ROUTE No. 1388.

From Ithaca to Havanna, 25 miles, and back, twice a week.
 Bids to run tri-weekly invited.

Bidders' names.	Sum per annum.
Robert Lockwood.....	\$700, two-horse coach.
Allen Wilmot.....	600, one-horse vehicle. ooo.
	700, three times a week.
Alvin Shelton.....	600, good team, when possible ; no guaranty.
	600, three times a week, spring wagon.
John Hamlin	598, ooo, three times a week.
James H. Mead, M. D	500.
	700, three times a week ; no guaranty or certificate.
George Labar	500, two-horse wagon.
Elijah Drake.....	500, one-horse wagon.
	600, one-horse wagon, three times a week.
Mead & Shelton	475, no guaranty.
Jesse D. Smith.....	429.
Charles Titcomb.....	400, one or two horses, three times a week ; no guaranty or certificate.
John Hamlin	398. ooo. <i>Accepted April 25, 1857.</i>

Contract made with John Hamlin, dated April 25, 1857, at 398 per annum.
 Leave Ithaca Tuesday and Saturday at 8½ a. m. ; arrive at Havanna by 2 p. m.
 Leave Havanna Monday and Friday at 9 a. m. ; arrive at Ithaca by 2½ p. m.

ROUTE No. 1389.

From Ithaca to Urbana, 44 miles, and back, six times a week to Watson, and three times a week the residue.

Bidders' names.	Sum per annum.
W. C. Bishop	\$1, 850, two-horse coach to Watkins, and horse residue.
Robert L. Watkins.....	1, 850, two-horse coach.
Robert Lockwood.....	1, 400, two-horse coach. <i>Accepted April 25, 1857.</i>
	1, 500, and run through to Reading Centre and Altoy, and back to Tyrone.

Contract made with Robert Lockwood, dated April 25, 1857, at \$1, 400 per annum.
 Leave Ithaca daily, except Sunday, at 9 a. m.; arrive at Watkins by 3 p. m.
 Leave Watkins Monday, Wednesday, and Friday, at 11½ a. m.; arrive at Urbana by 5 p. m.
 Leave Urbana Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Watkins by 11 a. m.
 Leave Watkins daily, except Sunday, at 11½ a. m.; arrive at Ithaca by 5½ p. m.

ROUTE No. 1390.

From Dryden to Killawog, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$158 00.
Edward Adams.....	149 00.
Augustus Morgan.....	124 00. ooo.
John Hamlin	119 00. ooo.
J. H. Richards	117 00. ooo.
Lucien Hasen	115 00. ooo.
Harvey Johnson.....	104 00.
Moses W. Chamberlain	104 00. ooo.
Charles Atwood	97 50. ooo.
Perry Hazen	99 00, one-horse wagon.
Charles Brink.....	94 00. ooo. <i>Accepted April 25, 1857.</i>

Contract made with Charles Brink, dated April 25, 1857, at \$94 per annum.
 Leave Dryden Saturday at 1 p. m.; arrive at Killawog by 6 p. m.
 Leave Killawog Saturday at 7 a. m.; arrive at Dryden by 12 m.

ROUTE No. 1391.

From Cortlandt Village to Norwich, 41 miles, and back, three times a week, with three additional trips to Pitcher.

Bidders' names.	Sum per annum.
Albert R. Catlin.....	\$1, 200. ooo.
Francis Kinney.....	874, two-horse coach.
Joel Buckingham.....	744, two-horse coach.
Horace P. Goodrich.....	720, two-horse covered carriage.
Peter W. Clarke.....	680, two-horse coach.
Eben Adams.....	650, two-horse covered carriage.
Richard D. and Harriet Cornell.	645, two-horse covered carriage.
Eben Adams.....	590, two-horse covered carriage to Pitcher; horse residue. <i>Accepted April 25, 1857.</i>

Contract made with Eben Adams, dated April 25, 1857, at \$590 per annum.
 Leave Cortlandt Village Monday, Wednesday, and Friday, at 7 a. m.; arrive at Norwich by 4 p. m.
 Leave Norwich Tuesday, Thursday, and Saturday, at 5 a. m.; arrive at Cortlandt Village by 2 p. m.
 Leave Cortlandt Village Tuesday, Thursday, and Saturday, at 3 p. m.; arrive at Pitcher by 7 p. m.
 Leave Pitcher Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Cortlandt Village by 2 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1392.

From Cortlandt Village to Groton, 12 miles, and back, six times a week.

Bidders' names.	Sum per annum.
John Cassels.....	\$614. 000.
Charles A. Merrick.....	480, two-horse coach.
John McKevitt.....	394. 000.
William H. Day.....	350. 000.
	325. 000; omit Groton City on going trip.
Jesse D. Smith.....	324.
Henry B. Clark.....	275, two-horse coach.
William C. Watrouse.....	240, two-horse stages. <i>Accepted April 25, 1857.</i>

Contract made with William C. Watrouse, dated April 25, 1857, at \$240 per annum.
 Leave Cortlandt Village daily, except Sunday, at 4½ p. m.; arrive at Groton by 7½ p. m.
 Leave Groton daily, except Sunday, at 5½ a. m.; arrive at Cortlandt Village by 8½ a. m.

ROUTE No. 1393.

From Cortlandt Village to De Ruyter, 21 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Whitney S. Kinney.....	\$694, two-horse coach.
Jesse D. Smith.....	468.
John McKevitt.....	444. 000.
Richard D. and Harriet Cornell.	394, two-horse coach.
Horace P. Goodrich.....	288, two-horse covered conveyance. <i>Accepted April 25, 1857.</i>

Contract made with Horace P. Goodrich, dated April 25, 1857, at \$288 per annum.
 Leave Cortlandt Village Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at De Ruyter by 6 p. m.
 Leave De Ruyter Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Cortlandt Village by 11 a. m.

ROUTE No. 1394.

From De Ruyter to New Berlin, 34 miles, and back, three times a week to Sherburne, and six times a week the residue.

Bidders' names.	Sum per annum.
John R. Howard.....	\$800, one-horse covered wagon.
Samuel P. Whitmore.....	800, one-horse covered carriage.
Uriah T. Haney.....	680, two-horse carriage.
John Greggs.....	675, two-horse coach; no guaranty.
Joel Buckingham.....	594.
James D. Harris.....	545, one-horse wagon. <i>Accepted April 25, 1857.</i>
Hiram Davidson.....	550, one or two-horse carriage.

Contract made with James D. Harris, dated April 25, 1857, at \$545 per annum.
 Leave De Ruyter Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Sherburne by 12 m.
 Leave Sherburne Monday, Wednesday, and Friday, at 3 p. m.; arrive at De Ruyter by 9 p. m.
 Leave New Berlin daily, except Sunday, at 12 m.; arrive at Sherburne by 3 p. m.
 Leave Sherburne daily, except Sunday, alternately, at 8 and 11 a. m.; arrive at New Berlin in three hours.

ROUTE No. 1395.

From De Ruyter to Whitney's Point, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Cassells.....	\$924. 000.
Kendall Parker.....	800, two-horse coach.
Francis Kinney.....	624, two-horse coach.

Bidders' names.	Sum per annum.
Ethan G. Locke.....	\$625, two-horse coach.
Augustus Morgan.....	620, two-horse stage.
Eben Adams.....	525, two-horse covered carriage.
Wilber Kellogg.....	498. 000.
Joel Buckingham.....	494.
Peter Packard.....	494, two-horse coach. <i>Accepted April 25, 1857.</i>
Eben Adams.....	490, two-horse carriage, Pitcher to Whitney's Point.

Contract made with Peter Packard, dated April 25, 1857, at \$494 per annum.

Leave De Ruyter Monday, Wednesday, and Friday, at 5 a. m.; arrive at Whitney's Point by 1 p. m.

Leave Whitney's Point Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at De Ruyter by 4 p. m.

ROUTE No. 1396.

From De Ruyter to Norwich, 30 miles, and back, once a week, with a second weekly trip between Plymouth and Norwich.

Bidders' names.	Sum per annum.
John Cassells.....	\$323. 000.
Peter W. Clarke.....	248. 000. <i>Accepted April 25, 1857.</i>

Contract made with Peter W. Clarke, dated April 25, 1857, at \$248 per annum.

Leave De Ruyter Thursday at 8 a. m.; arrive at Norwich by 5 p. m.

Leave Norwich Wednesday at 8 a. m.; arrive at De Ruyter by 5 p. m.

Leave Norwich Saturday at 11 a. m.; arrive at Plymouth by 1 p. m.

Leave Plymouth Saturday at 8 a. m.; arrive at Norwich by 10 a. m.

ROUTE No. 1397.

From Oxford to Morris, 27 miles, and back, three times a week to Mount Upton, and six times a week the remainder.

Bidders' names.	Sum per annum.
Henry S. Jarvis.....	\$1,220, 000, for this and 1408 combined.
Peter W. Clarke.....	598. 000.
Zenas E. Allen.....	585.
Jesse D. Smith.....	549.
Peter Packard.....	498.
Henry S. Jarvis.....	450. 000. <i>Accepted April 25, 1857.</i>

Contract made with Henry S. Jarvis, dated April 25, 1857, at \$450 per annum.

Leave Oxford Monday, Wednesday, and Saturday, at 6 a. m.; arrive at Mount Upton by 11 a. m.

Leave Mount Upton Monday, Wednesday, and Saturday, at 1 p. m.; arrive at Oxford by 6 p. m.

Leave Mount Upton daily, except Sunday, at 3 p. m.; arrive at Morris by 5½ p. m.

Leave Morris daily, except Sunday, at 6 p. m.; arrive at Mount Upton by 9 p. m.

ROUTE No. 1398.

From Oxford to Vallonia Springs, 24 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Charles W. Shoyer.....	\$600, two-horse coach.
Henry S. Jarvis.....	550, supply Coventryville and Cheshireville, suspending part of 1407.
	525. 000.
Jesse D. Smith.....	487.
Peter W. Clarke.....	428. 000. <i>Accepted April 25, 1857.</i>

Contract made with Peter W. Clarke, dated April 25, 1857, at \$428 per annum.

Leave Oxford Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Vallonia Springs by 5½ p. m.

Leave Vallonia Springs Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Oxford by 12 m.

ROUTE No. 1399.

From Oxford to Cincinnati, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$159.
John Cassell.....	149. ooo.
Peter W. Clarke.....	148. ooo.
Charles Cooper.....	80, sulky in summer, sleigh in winter.
Wilber Kellogg.....	78. <i>Accepted April 25, 1857.</i>

Contract made with Wilber Kellogg, dated April 25, 1857, at \$78 per annum.
 Leave Oxford Saturday at 1 p. m.; arrive at Cincinnati by 7 p. m.
 Leave Cincinnati Saturday at 5 a. m.; arrive at Oxford by 11 a. m.

ROUTE No. 1400.

From Bainbridge to Whitney's Point, 27 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$798.
John Cassells.....	759. ooo.
Augustus Morgan.....	564. ooo.
Peter Packard.....	548, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Peter Packard, dated April 25, 1857, at \$548 per annum.
 Leave Bainbridge Monday, Wednesday, and Friday, at 9 a. m.; arrive at Whitney's Point by 5 p. m.
 Leave Whitney's Point Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Bainbridge by 5 p. m.

ROUTE No. 1401.

From Greene to McDonough, 12 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$299.
George Munsell.....	225.
Silas Fosgate.....	200, horse; extend to East Pharsalia, five miles, with additional time.
John Cassells.....	197. ooo.
Silas Fosgate.....	150.
Augustus Morgan.....	124. ooo.
	180, three times a week two-horse coach, to be run in connexion with 1402.
Silas D. Slick.....	90. <i>Accepted April 25, 1857.</i>

Contract ordered with Silas D. Slick, dated April 25, 1857, at \$90 per annum, but Slick proving to be a fictitious name, contract made with A. Morgan, at \$124 per annum, from July 1.

Leave Greene Wednesday and Saturday at 1 p. m.; arrive at McDonough by 4½ p. m.
 Leave McDonough Wednesday and Saturday at 8 a. m.; arrive at Greene by 11 a. m.

ROUTE No. 1402.

From Chenango Forks to Norwich, 30 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Augustus Morgan.....	\$798, four-horse coach.
Henry Bates.....	794, two-horse coach.
Peter W. Clarke.....	790, four-horse coach.
Daniel Ostrander and David Seaman.....	749, four-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Daniel Ostrander and David Seaman, dated April 25, 1857, at \$749 per annum. Transferred to and made with A. Morgan, at \$749, from July 1.

Leave Chenango Forks daily, except Sunday, at 8 a. m.; arrive at Norwich by 2½ p. m.
Leave Norwich daily, except Sunday, at 6½ a. m.; arrive at Chenango Forks by 1 p. m.

ROUTE No. 1403.

From Chenango Forks to Harpersville, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
Anthony Squires	\$144, wagon.
George Munsell	125.
F. A. Freeman	120, 000, two-horse coach. Schedule proposed.
Augustus Morgan	104. 000.
John Hamlin	89. 000.
Jesse D. Smith	84. Accepted April 25, 1857.
<i>After time.</i>	
Charles Pratt	100, one-horse carriage.
W. S. Savage	80. Schedule proposed.

Contract made with Jesse D. Smith, dated April 25, 1857, at \$84 per annum.

Leave Chenango Forks daily, except Sunday, at 12 m.; arrive at Harpersville by 4 p. m.
Leave Harpersville daily, except Sunday, at 6 a. m.; arrive at Chenango Forks by 10 a. m.

ROUTE No. 1404.

From Binghampton to Harpersville, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Justin Morse	\$373, horse and buggy, three times a week.
Jesse D. Smith	174.
Justin Morse	150, one-horse buggy.
John Hamlin	147. 000. Accepted April 25, 1857.
Augustus Morgan	148. 000.
	112 additional for two additional weekly trips between Binghampton and Port Crane.
George Munsell	145.

Contract made with John Hamlin, dated April 25, 1857, at \$147 per annum.

Leave Binghampton Thursday at 3 p. m.; arrive at Harpersville by 8 p. m.
Leave Harpersville Thursday at 7 a. m.; arrive at Binghampton by 12 m.

ROUTE No. 1405.

From Union to Nanticoke Springs, 12 miles, and back, three times a week to Maine, and once a week the remainder.

Bidders' names.	Sum per annum.
Henry B. Slasson	\$275, one-horse wagon.
B. F. Legg	250, two-horse covered coach, three times a week.
	Schedule proposed.
Augustus Morgan	128. 000. Accepted April 25, 1857.

Contract made with Augustus Morgan, dated April 25, 1857, at \$128 per annum.

Leave Union Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Maine by 7½ a. m. and at Nanticoke Springs Saturday by 9 a. m.

Leave Nanticoke Springs Saturday at 10 a. m.; arrive at Maine by 11½ a. m. and at Union Tuesday, Thursday, and Saturday, by 1 p. m.

ROUTE No. 1406.

From Susquehanna Depot, Pa., to Oneonta, 64 miles, and back, three times a week to South Bainbridge, and six times a week the remainder.

Bidders' names.	Sum per annum.
Henry S. Jarvis	\$1,300, 000, commence at Binghampton; South Bainbridge to Madilla, four-horse post-coach; two-horse coach residue.
	1,250, 000, to South Bainbridge; four-horse coach to Madilla; two-horse coach residue.
Peter Packard.....	894, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Peter Packard, dated April 25, 1857, at \$894 per annum.

Leave Susquehanna Depot Monday, Wednesday, and Friday, at 4 a. m.; arrive at South Bainbridge by 10 a. m. and at Oneonta daily, except Sunday, by 7 p. m.

Leave Oneonta daily, except Sunday, at 6 a. m.; arrive at South Bainbridge by 1½ p. m. and at Susquehanna Depot Tuesday, Thursday, and Saturday, by 9 p. m.

ROUTE No. 1407.

From Deposit to Oxford, 32 miles, and back, three times a week to South Bainbridge, and once a week the residue.

Bids to carry six times a week on part to South Bainbridge invited.

Bidders' names.	Sum per annum.
Henry S. Jarvis	\$582, four-horse coach, six times a week to South Bainbridge; 000 residue.
Henry P. Alden.....	530, two-horse coach, six times a week to South Bainbridge. No guaranty.
Henry S. Jarvis	500, four-horse coach, weekly to South Bainbridge, if bid on 1398 be accepted.
	425, four-horse coach to Bainbridge; 000 residue.
Henry P. Alden.....	330, two-horse carriage to South Bainbridge; one-horse residue.
Peter Packard.....	300, two-horse coach.
	494, two-horse coach, six times a week to South Bainbridge. <i>Accepted April 25, 1857.</i>

Contract made with Peter Packard, dated April 25, 1857, at \$494 per annum.

Leave Deposit daily, except Sunday, at 6 a. m.; arrive at South Bainbridge by 9 a. m. and at Oxford by 1 p. m. on Wednesday.

Leave Oxford Wednesday at 6 a. m.; arrive at South Bainbridge by 9½ a. m. and at Deposit daily, except Sunday, by 12 m.

ROUTE No. 1408.

From Deposit to New Berlin, 51 miles, and back, twice a week to Bainbridge; six times a week the residue.

Bidders' names.	Sum per annum.
Henry S. Jarvis	\$1,220, 000, for this and 1397 combined.
	840, 000.
	700, once a week to New Berlin.
Peter Packard.....	674, two-horse coach. <i>Accepted April 25, 1857.</i>
Zenas E. Allen	1,188, two-horse coach.

Contract made with Peter Packard, dated April 25, 1857, at \$674 per annum.

Leave Deposit Tuesday and Saturday at 8 a. m.; arrive at Bainbridge by 2 p. m.

Leave Bainbridge daily, except Sunday, at 12 m.; arrive at New Berlin by 7 p. m.

Leave New Berlin daily, except Sunday, at 4 a. m.; arrive at Bainbridge by 11 a. m.

Leave Bainbridge Monday and Friday at 8 a. m.; arrive at Deposit by 2 p. m.

ROUTE No. 1409.

From Deposit to Cannonsville, 8 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$228.
Augustus Morgan.....	148. 000. <i>Accepted April 25, 1857.</i>
M. P. Brown.....	200, one-horse wagon.

Contract made with Augustus Morgan, dated April 25, 1857, at \$148 per annum. Transferred to and made with H. S. Jarvis, at \$148, from July 1.

Leave Deposit Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Cannonsville by 2½ p. m.

Leave Cannonsville Tuesday, Thursday, and Saturday, at 3¼ p. m.: arrive at Deposit by 5 p. m.

ROUTE No. 1410.

From Hancock to Delhi, 38 miles, and back, six times a week.

Bidder's name.	Sum per annum.
John H. Gould.....	\$690, four-horse post-coach. <i>Accepted April 25, 1857.</i>

Contract made with John H. Gould, dated April 25, 1857, at \$690 per annum.

Leave Hancock daily, except Sunday, at 1½ a. m.; arrive at Delhi by 10 a. m.

Leave Delhi daily, except Sunday, at 5 a. m.; arrive at Hancock by 12 m.

ROUTE No. 1411.

From Hancock to Delhi, 48 miles, and back, once a week.

Bidders' names.	Sum per annum.
H. S. Jarvis.....	\$950, 000, terminating 000 at Andes, three times a week.
John H. Gould.....	700, two-horse stage, three times a week, to Andes; supply Trempers; schedule proposed.
Ed. J. Carpenter.....	600, two-horse coach, three times a week; end at Andes.
Henry S. Jarvis.....	480. 000. <i>Accepted April 25, 1857.</i>

Contract made with Henry S. Jarvis, dated April 25, 1857, at \$480 per annum.

Leave Hancock Tuesday at 5 a. m.; arrive at Delhi by 8 p. m.

Leave Delhi Wednesday at 5 p. m.; arrive at Hancock by 8 p. m.

ROUTE No. 1412.

From Walton to Oneonta, 28 miles, and back, six times a week.

Bidder's name.	Sum per annum.
John H. Gould.....	\$600. 000. 460, 000, six times a week to Franklin, once a week residue. <i>Accepted April 25, 1857.</i>

Contract made with John H. Gould, dated April 25, 1857, at \$460 per annum.

Leave Walton daily, except Sunday, at 11 a. m.; arrive at Franklin by 3 p. m. and at Oneonta every Thursday by 6 p. m.

Leave Oneonta every Friday at 3 a. m.; arrive at Franklin by 6 a. m.

Leave Franklin daily, except Sunday, at 5 a. m.; arrive at Walton by 10 a. m.

ROUTE No. 1413.

From Walton to Butternuts, 28 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Moses Hanford.....	\$312, one-horse wagon.
Wm. Johnson.....	180. <i>Accepted April 25, 1857.</i>
Adam McMullen.....	196, one-horse conveyance.

Contract made with Wm. Johnson, dated April 25, 1857, at \$180 per annum.

Leave Walton Tuesday and Saturday at 8 a. m.; arrive at Morris by 4 p. m.

Leave Morris Monday and Friday at 10 a. m.; arrive at Walton by 7 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1414.

From Walton to North Hamden, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$98.
Henry S. Jarvis.....	75.
Moses Hanford.....	52. <i>Accepted April 25, 1857.</i>
Jas. Miller.....	50. No guaranty.
Jacob B. Delamater.....	38. No guaranty.

Contract made with Moses Hanford, dated April 25, 1857, at \$52 per annum.
 Leave Walton Saturday at 10 a. m.; arrive at North Hamden by 12 m.
 Leave North Hamden Saturday at 7 a. m.; arrive at Walton by 9 a. m.

ROUTE No. 1415.

From Unadilla to Delhi, 28 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Robert S. Heumiston.....	\$740, two-horse stage.
Henry S. Woodruff.....	696, two-horse service. <i>Accepted April 25, 1857.</i>
Levi W. Riff.....	487. One guaranty, no certificate.

Contract made with Henry S. Woodruff, dated April 25, 1857, at \$696 per annum.
 Leave Unadilla Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Delhi by 3 p. m.
 Leave Delhi Monday, Wednesday, and Friday, at 9 a. m.; arrive at Unadilla by 3 p. m.

ROUTE No. 1416.

From Otego to Butternuts, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$139.
Henry S. Jarvis.....	125.
Wm. Wyman.....	96. No guaranty or certificate.
Sam'l Derby.....	78, one-horse buggy. <i>Accepted April 25, 1857.</i>
Geo. W. Pearce.....	2 per trip. No guaranty.
Nath'l Shepherd, (after time)...	100. No guaranty.

Contract made with Sam'l Derby, dated April 25, 1857, at \$78 per annum.
 Leave Otego Monday at 8 a. m.; arrive at Butternuts by 12 m.
 Leave Butternuts Monday at 2 p. m.; arrive at Otego by 6 p. m.

ROUTE No. 1417.

From Oneonta to Butternuts, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Tim. D. Watkins.....	\$177. 000.
Jesse D. Smith.....	177.
Samuel Derby.....	99, one-horse buggy. <i>Accepted April 25, 1857.</i>

Contract made with Samuel Derby, dated April 25, 1857, at \$99 per annum.
 Leave Oneonta Friday at 8 a. m.; arrive at Butternuts by 12 m.
 Leave Butternuts Friday at 2 p. m.; arrive at Oneonta by 6 p. m.

ROUTE No. 1418.

From Oneonta to Prattville, 44 miles, and back, six times a week to Davenport, and three times a week residue.

Bidders' names.	Sum per annum.
Augustus M. Root.....	\$1,194, two-horse stage to Davenport, one-horse stage residue. 1,574, two-horse stage entire route.

Bidders' names.	Sum per annum.
David B. Case.....	1, 150, two-horse post-coach.
Joseph Burnett.....	1, 095, two-horse carriage to Davenport, one-horse wagon residue.
Joshua De Nogelles.....	972, two-horse conveyance.
Addison J. Churchill.....	871, two-horse carriage.
Thompson C. Smith.....	700, two-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Thompson C. Smith, dated April 25, 1857, at \$700 per annum.

Leave Oneonta daily, except Sunday, at 11 p. m.; arrive at Davenport next day by 2 a. m., and at Prattsville on Monday, Wednesday, and Friday, by 10 a. m.

Leave Prattsville Tuesday, Thursday, and Saturday, by 2½ p. m.; arrive at Davenport same days by 7 p. m., and at Oneonta every day, except Sunday, by 10 p. m.

ROUTE No. 1419.

From Oneonta to Delhi, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$200.
Tim. D. Watkins.....	189. 000.

(Not let; unnecessary.)

ROUTE No. 1420.

From Davenport to Stamford, 14½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
Tim. D. Watkins.....	\$525.
David B. Case.....	450, two-horse post-coach.
Addison J. Churchill.....	388, two-horse carriage.
Joseph Burnett.....	349, two-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Joseph Burnett, dated April 25, 1857, at \$349 per annum.

Leave Davenport, Monday, Wednesday, and Friday, at 3 a. m.; arrive at Stamford by 6½ a. m.

Leave Stamford, Tuesday, Thursday, and Saturday, at 3½ p. m.; arrive at Davenport by 7 p. m.

ROUTE No. 1421.

From Jefferson to Middleburg, 24 miles, and back, once a week, with one additional weekly trip between West Fulton and Middleburg.

Bidders' names.	Sum per annum.
Chas. S. Best.....	\$209.
Orson Root.....	198. 000.
Chas. Spaulding.....	174, one horse conveyance.
Thos. H. James.....	140. 000.
Peter Carnwell.....	138. 000.
John Sitzser.....	133. 000. <i>Accepted April 25, 1857.</i>

Contract made with John Sitzser, dated April 25, 1857, at \$133 per annum.

Leave Jefferson Saturday at 1 p. m.; arrive at West Fulton by 5 p. m.

Leave West Fulton Saturday at 8 a. m.; arrive at Jefferson by 12 m.

Leave West Fulton Tuesday and Friday at 8 a. m.; arrive at Middleburg by 11 a. m.

Leave Middleburg Tuesday and Friday at 3 p. m.; arrive at West Fulton by 6 p. m.

ROUTE No. 1422.

From Gilboa to Middleburg, 19 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Charles S. Best.....	\$234, two-horse conveyance.
Marcus J. Bellinger.....	250, two-horse coach.
Wm. Baker.....	248, two-horse conveyance.
Thos. H. James.....	180. 000. <i>Accepted April 25, 1857.</i>

Contract made with Thomas H. James, dated April 25, 1857, at \$180 per annum.

Leave Gilboa Tuesday and Saturday at 7 a. m.; arrive at Middleburg by 12 m.

Leave Middleburg Monday and Friday at ½ p. m.; arrive at Gilboa by 5½ p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 1423.

From Mooresville to Margarettsville, 19 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Thompson C. Smith.....	\$600, two-horse conveyance.
David B. Case.....	490.
John H. Gould.....	390, two-horse stages.
Abram Jenkins.....	338, horse and wagon.
James Chamberlain.....	290, one-horse coach.
Jacob T. Clum.....	274.
David A. Keeley.....	273, two horse carriage.
Alex. H. Burhaus.....	243, horse and wagon. <i>Accepted April 25, 1857.</i>
	239.

Contract made with Alexander H. Burhaus, dated April 25, 1857, at \$243 per annum.
Leave Mooresville Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Margarettsville by 6½ p. m.

Leave Margarettsville Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Mooresville by ½ p. m.

ROUTE No. 1424.

From Prattsville to Griffin's Corners, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. Chase.....	\$75. Commence at West Lexington. No guaranty.
Sol. Osterhonett.....	75.
Thompson C. Smith.....	75. <i>Accepted April 25, 1857.</i>

Contract made with Thompson C. Smith, dated April 25, 1857, at \$75 per annum.

Leave Prattsville Saturday at 6 a. m.; arrive at Griffin's Corners, by 10 a. m.

Leave Griffin's Corners Saturday at 12 m.; arrive at Prattsville by 5 p. m.

ROUTE No. 1425.

From Union Society to East Jewett, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
David S. Merwin.....	\$50.
A. G. Mallory.....	48, one-horse wagon, via Hansonville. <i>Accepted April 25, 1857.</i>
Eli J. Parsons.....	47. Schedule proposed. No certificate.
	45, one-horse wagon; schedule proposed.
David S. Merwin.....	40, one-horse wagon; schedule proposed.

Contract made with A. G. Mallory, dated April 25, 1857, at \$48 per annum.

Leave Union Society Saturday at 4 p. m.; arrive at East Jewett by 6 p. m.

Leave East Jewett Saturday at 1 p. m.; arrive at Union Society by 3 p. m.

ROUTE No. 1426.

From Lexington to Shandaken, 11 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Hiram Faulkner.....	\$130, two horses.
Eber Closson.....	119, two-horse carriage.
Franklin B. Laurent.....	118, two-horse coach.
Ezekiel Thomas.....	96, one-horse wagon.
Henry R. Ford.....	95, two-horse wagon. <i>Accepted April 25, 1857.</i>

Contract made with Henry R. Ford, dated April 25, 1857, at \$95 per annum.

Leave Lexington Monday and Thursday at 8½ a. m.; arrive at Shandaken by 11 a. m.

Leave Shandaken Monday and Thursday at ½ p. m.; arrive at Lexington by 3 p. m.

ROUTE No. 1427.

From Kingston Route, near Fish Lake, to Bovina, 6 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John H. Gould.....	\$94 00. 000.
Jacob Bally.....	82 50, three times a week. <i>Accepted April 25, 1857.</i>
	55 00

Contract made with Jacob Bally, dated April 25, 1857, at \$82 50 per annum.
 Leave Kingston Route Monday, Wednesday, and Saturday, at 6½ a. m.; arrive at Bovina by 8 a. m.
 Leave Bovina Monday, Wednesday, and Saturday, at 8½ a. m.; arrive at Kingston Route by 10 a. m.

ROUTE No. 1428.

From Shokan to Samsonville, 9 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Albert Worth.....	\$156. 000.
Josiah Turner.....	155.
Albert Worth.....	140. 000. <i>Accepted April 25, 1857.</i>

Contract made with Albert Worth, dated April 25, 1857, at \$140 per annum.
 Leave Shokan Wednesday and Saturday at 10 a. m.; arrive at Samsonville by ½ p. m.
 Leave Samsonville Wednesday and Saturday at 6½ a. m.; arrive at Shokan by 9 a. m.

ROUTE No. 1429.

From Wawarsing to Grahamsville, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
John D. Watkins.....	\$130.
John Honsee, jr.....	104, two-horse wagon. 208, three times a week, two-horse wagon.
Jesse D. Smith.....	97.
Charles Booth.....	67.
John Honsee.....	64, two-horse wagon. <i>Accepted April 25, 1857.</i> 190, three times a week.

Contract made with John Honsee, dated April 25, 1857, at \$64 per annum.
 Leave Wawarsing Saturday at 9 a. m.; arrive at Grahamsville by 12 m.
 Leave Grahamsville Saturday at 2 p. m.; arrive at Wawarsing by 5 p. m.

ROUTE No. 1430.

From Parksville to Pepacton, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Eber Hall.....	\$208, end at Shavertown.
John D. Watkins.....	207, end at Shavertown. <i>Accepted April 25, 1857.</i>

Contract made with John D. Watkins, dated April 25, 1857, at \$207 per annum.
 Leave Parksville Friday at 6 a. m.; arrive at Shavertown by 6 p. m.
 Leave Shavertown Saturday at 6 a. m.; arrive at Parksville by 6 p. m.

ROUTE No. 1431.

From Callikoon Depot to Liberty, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel Allen.....	\$172.
John Grant.....	156. 000. <i>Accepted April 25, 1857.</i>

Contract made with John Grant, dated April 25, 1857, at \$156 per annum.
 Leave Callikoon Depot Wednesday at 1 p. m.; arrive at Liberty by 7 p. m.
 Leave Liberty Wednesday at 6 a. m.; arrive at Callikoon Depot by 12 m.

ROUTE No. 1432.

From Cohecton to Monticello, 20 miles, and back, three times a week.
 Bids for six trips a week*invited.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
John C. Holley.....	\$694, 000, six times a week.
Jesse D. Smith.....	478.
Eli S. Pelton.....	350, two-horse conveyance.
Halstead Sweet	330, two-horse stages <i>Accepted April 25, 1857.</i>
	650, two-horse stages, six times a week.

Contract made with Halstead Sweet, dated April 25, 1857, at \$330 per annum.

Leave Cohecton Tuesday, Thursday, and Saturday, at 3 p. m.; arrive at Monticello by 8 p. m.

Leave Monticello Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Cohecton by 11 a. m.

ROUTE No. 1433.

From Cohecton, by Pike Pond and Jeffersonville, to Youngsville, 15 miles, and back, three times a week.

Bids for six trips a week invited.

Bidders' names.	Sum per annum.
John C. Holley.....	\$595, 000, six times a week
H. J. Moore	590, six times a week.
	496. No guaranty.
George Rumsey	425, two-horse coach, six times a week. No guaranty.
	425, two-horse coach.
Jesse D. Smith.....	385.
James P. Bogardus	349
	449, daily, except Sunday.
Samuel Allen	325.
	500, six times a week, Callikoon to Youngsville.
Ross C. Rumsey.....	325. <i>Accepted April 25, 1857.</i>
James P. Bogardus.....	324.
Ross C. Rumsey.....	324, two-horse coach. No guaranty.
A. H. Chamberlain, (after time).	298.

Contract made with Ross C. Rumsey, dated April 25, 1857 at \$325 per annum.

Leave Cohecton Monday, Wednesday, and Friday, at 3 p. m.; arrive at Youngsville by 7 p. m.

Leave Youngsville Monday, Wednesday, and Friday, at 7 a. m.; arrive at Cohecton by 11 a. m.

ROUTE No. 1434.

From Barryville to Parksville, 42 miles, and back, tri-weekly.

Bidders' names.	Sum per annum.
John C. Holley.....	\$1, 024, Monticello to Liberty.
Cyrus Gray.....	1, 000, on foot to Monticello, two horses residue.
Sears G. Tuthill.....	1, 000. No guaranty.
Eber Hall.....	940. 000. <i>Accepted April 25, 1857.</i>
John D. Watkins.....	936, give Stevensville side supply from Liberty or Liberty Falls.
	1, 404, six times a week from Monticello to Liberty, two-horse coach; residue of route three times a week, horse, and supply Stevensville as above.
A. H. Chamberlain, (after time).	948. 000.

Contract made with Eber Hall, dated April 25, 1857, at \$940 per annum.

Leave Barryville Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Parksville by 8 p. m.

Leave Parksville Monday, Wednesday, and Friday, at 5½ a. m.; arrive at Barryville by 6 p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 1435.

From Monticello to Grahamsville, 23 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. and J. Whited.....	\$785. ooo.
John D. Watkins.....	517.
John C. Holley.....	390.
Eli S. Pelton.....	300.
Jesse D. Smith.....	282.
Charles Booth.....	244.
John Honsee, jr.....	244, two-horse wagon. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time)	299.

Contract made with John Honsee, jr., dated April 25, 1857, at \$244 per annum.
 Leave Monticello Tuesday and Saturday at 12 m.; arrive at Grahamsville by 7 p. m.
 Leave Grahamsville Tuesday and Saturday at 4 a. m.; arrive at Monticello by 11 a. m.

ROUTE No. 1436.

From Gales to Sandburg, 9 miles, and back, once a week.

Bidders' names.	Sum per annum.
John C. Holley.....	\$149.
Jesse D. Smith.....	98.
Stephen Smith.....	45. <i>Accepted April 25, 1857.</i>

Contract made with Stephen Smith, dated April 25, 1857, at \$45 per annum.
 Leave Gales Saturday at 2½ p. m.; arrive at Sandburg by 4½ p. m.
 Leave Sandburg Saturday at 11 a. m.; arrive at Gales by 1 p. m.

ROUTE No. 1437.

From Wurtsboro' to Ellenville, 9 miles, and back, six times a week.

Bidders' names.	Sum per annum.
William D. Fuller.....	\$194, two-horse carriage. <i>Accepted April 25, 1857.</i>
Samuel Gumaer.....	200, two-horse post-coach; proposed change of schedule.
Jesse D. Smith.....	498.
A. H. Chamberlain, (after time).	348.

Accepted bidder having failed, contract made with John C. Holley, dated July 10, 1857, at \$194 per annum, to take effect from July 1, 1857.
 Leave Wurtsboro' daily, except Sunday, at 8 a. m.; arrive at Ellenville by 10 a. m.
 Leave Ellenville daily, except Sunday, at 5 a. m.; arrive at Wurtsboro' by 7 a. m.

ROUTE No. 1438.

From Ellenville to Liberty, 23 miles, and back, twice a week.
 Proposals to run tri-weekly invited.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$398.
Eli D. Terwilliger.....	369. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	299.

Contract made with Eli D. Terwilliger, dated April 25, 1857, at \$369 per annum.
 Leave Ellenville Tuesday and Friday at 1 p. m.; arrive at Liberty by 7 p. m.
 Leave Liberty Tuesday and Friday at 5 a. m.; arrive at Ellenville by 11 a. m.

ROUTE No. 1439.

From Middletown to Monticello, 26 miles, and back, six times a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
John C. Holley.....	\$740. 000.
Eli S. Pelton.....	700, two-horse post-coach.
Halstead Sweet.....	650, two-horse coach.
Samuel Gumaer.....	600, four-horse post-coach; proposed change of schedule.
William D. Fuller.....	574, four-horse coach. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	990. 000.

Accepted bidder failing to put route in operation, contract made with John C. Holley, dated July 10, 1857, at \$574 per annum, to take effect from July 1, 1857.

Leave Middletown daily, except Sunday, at 3½ a. m.; arrive at Monticello by 10 a. m.

Leave Monticello daily, except Sunday, at 8 a. m.; arrive at Middletown by 2 p. m.

ROUTE No. 1440.

From Goshen to Goshen, 38 miles, twice a week, alternating between Ridgebury and Slate Hill.

Bidders' names.	Sum per annum.
Wm. S. Waters.....	\$500, one-horse wagon, three times a week. 375, one-horse wagon.
Thomas T. Hetfield.....	351, one-horse vehicle. <i>Accepted April 25, 1857.</i>
Halstead Sweet	312, 000, wagon and sulky; commence at Middle-town. 380, one additional trip to West Town and Unionville.
	445, three times a week.
A. H. Chamberlain, (after time).	470.

Contract made with Thomas T. Hetfield, dated April 25, 1857, at \$351 per annum.

Leave Goshen Monday and Friday at 8 a. m.; arrive at Goshen by 8 p. m.

ROUTE No. 1441.

From Chester to Warwick, 11 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Jesse D. Smith	\$496.
Wm. H. Ward	200, two-horse covered stages.
James Cassidy	149.
John P. Pierson	100, two-horse carriage. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	444.

Contract made with John P. Pierson, dated April 25, 1857, at \$100 per annum.

Leave Chester daily, except Sunday, at 11 a. m.; arrive at Warwick by 1 p. m.

Leave Warwick daily, except Sunday, at 5 a. m.; arrive at Chester by 7 a. m.

ROUTE No. 1442.

From Chester to Amity, 15 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Jesse D. Smith	\$230.
Wm. H. Ward	175, one-horse wagon. <i>Accepted April 25, 1857.</i>
A. H. Chamberlain, (after time).	195.

Contract made with Wm. H. Ward, dated April 25, 1857, at \$175 per annum.

Leave Chester Tuesday and Friday at 11 a. m.; arrive at Amity by 3 p. m.

Leave Amity Tuesday and Friday at 4 p. m.; arrive at Chester by 9 p. m.

ROUTE No. 1443.

From Unionville to Deckertown, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse D. Smith.....	\$94.
Halstead Sweet.....	78. 000.
H. W. Port.....	70, one-horse wagon.
Henry D. Elmer.....	65.
Henry W. Port.....	65, one-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Henry W. Port, dated April 25, 1857, at \$65 per annum.

Leave Unionville Monday at 12 m.; arrive at Deckertown by 2 p. m.

Leave Deckertown Monday at 2½ p. m.; arrive at Unionville by 4½ p. m.

ROUTE No. 1444.

From Lowville to Watertown, 27 miles, and back, three times a week.

Contract negotiated and made with Peter Kirby, at \$440 per annum, dated July 3, 1857.
Service from July 1, 1857, to June 30, 1858.

Leave Lowville Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Watertown by 11½ a. m.

Leave Watertown Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Lowville by 9 p. m.

ROUTE No. 1445.

From Hudson to Livingston, 9 miles, and back, six times a week.

Contract negotiated and made with Lewis Potts, at \$300 per annum, dated July 17, 1857.
Service from July 1, 1857, to June 30, 1858.

Leave Hudson daily, except Sunday, at 11 a. m.; arrive at Livingston by 2½ p. m.

Leave Livingston daily, except Sunday, at 8 a. m.; arrive at Hudson by 10½ a. m.

SPECIAL ROUTES IN NEW YORK.

Academy from Cheshire, 4½ miles, and back, twice a week.

Service performed by William Martin, at \$40 a year: limited to net proceeds.

Adamsville from Sandy Hill, 6 miles, and back, once a week.

Service authorized at \$30 a year: limited to net proceeds.

Alden Centre from Alden, 2 miles, and back, six times a week.

Service performed by Samuel E. Jessup, at \$35 a year: limited to net proceeds.

Alfred Centre from Alfred, 2 miles, and back, six times a week.

Service performed by James Spencer, at \$84 a year: limited to net proceeds.

Amagansett from East Hampton, 3 miles, and back, once a week.

Service performed by A. H. Scheninger, at \$15 a year: limited to net proceeds.

Anaquascook from North White Creek, 3½ miles, and back, twice a week.

Service authorized at \$16 a year: limited to net proceeds.

Arcadia from Newark, 3 miles, and back, twelve times a week.

Service performed by Luther Finley, at \$80 a year: limited to net proceeds.

Astoria from New York, 6 miles, and back, six times a week.

Service performed by Thomas Kelly, at \$300 a year: limited to net proceeds.

Athens from Hudson, 1 mile, and back, six times a week.

Service performed by James T. Haviland, at \$150 a year: limited to net proceeds.

Attica Centre from Attica, 5 miles, and back, twice a week.

Service performed by James H. Tanner, at \$50 a year: limited to net proceeds.

Aurelius from Auburn, 3 miles, and back, twice a week.

Service authorized at \$36 a year: limited to net proceeds.

Bald Mountain from Galesville, 2½ miles, and back, six times a week.

Service authorized at \$25 a year: limited to net proceeds.

Baldwin from Wellsburg, 2 miles, and back, three times a week.

Service performed by John Casel, at \$30 a year: limited to net proceeds.

Beechwood from Callikoon Depot, 5 miles, and back, once a week.
 Service performed by Frederick Long, at \$26 a year: limited to net proceeds.

Belcher and West Hebron from Salem, 10½ miles, and back, twice a week.
 Service performed by John P. Flack, at \$90 a year: limited to net proceeds.

Bellvale from Warwick, 3 miles, and back, twice a week.
 Service performed by Ephraim Townsend, at \$25 a year: limited to net proceeds.

Benson Centre and Benson from Northville, 10 miles, and back, twice a week.
 Service performed by Lewis G. Anibal, at \$35 a year: limited to net proceeds.

Bentley's Corners from Oxbow, 5½ miles, and back, twice a week.
 Service performed by James E. Bentley, at \$50 a year: limited to net proceeds.

Birdsall from Nunda Station, 6 miles, and back, once a week.
 Service performed by Thomas Whitaker, at \$35 a year: limited to net proceeds.

Black Lake from Ogdensburg, 9 miles, and back, once a week.
 Service authorized at \$18 a year: limited to net proceeds.

Blecker from Gloversville, 10 miles, and back, twice a week.
 Service performed by George A. Streeter, at \$60 a year: limited to net proceeds.

Blue Point from Waverly Station, — miles, and back, six times a week.
 Service performed by Wm. Avery, at \$40 a year: limited to net proceeds.

Boght from Cohoes, 3 miles, and back, twice a week.
 Service performed by Christopher Fonda, at \$20 a year: limited to net proceeds.

Bowmansville from Buffalo, 10 miles, and back, three times a week.
 Service performed by John Eichner, at \$50 a year: limited to net proceeds.

Boylston from Sandy Creek, 5 miles, and back, once a week.
 Service performed by George Charnick, at \$25 a year: limited to net proceeds.

Brant from Evans Centre Depot, 3 miles, and back, twice a week.
 Service performed by Moses Baker, at \$50 a year: limited to net proceeds.

Brantingham from Lyon's Falls, 6 miles, and back, once a week.
 Service performed by Henry F. Swart, at \$8 a year: limited to net proceeds.

Brookfield from Leonardsville, — miles, and back, three times a week.
 Service performed by Joseph Elliott, at \$150 a year: limited to net proceeds.

Broome Centre from Gilboa, 5 miles, and back, once a week.
 Service performed by John J. Jackson, at \$15 a year: limited to net proceeds.

Buckram from Glen Cove, 1½ mile, and back, once a week.
 Service performed by Ebenezer Cock, at \$60 a year: limited to net proceeds.

Burke from Andrusville, 5 miles, and back, three times a week.
 Service performed by Lewis Graves, at \$40 a year: limited to net proceeds.

Burr's Mills from Watertown, 5 miles, and back, once a week.
 Service performed by Samuel Thurston, at \$27 a year: limited to net proceeds.

Bushnell's Basin from Pittsfield, 3 miles, and back, three times a week.
 Service authorized at \$45 a year: limited to net proceeds.

Bushville from Monticello, 4 miles, and back, twice a week.
 Service performed by David Kime, at \$50 a year: limited to net proceeds.

Buttermilk Falls from West Point, 2 miles, and back, six times a week.
 Service performed by Michael Brennan, at \$60 a year: limited to net proceeds.

Byron from South Byron, 2 miles, and back, six times a week.
 Service performed by Asa Bowdish, at \$104 a year: limited to net proceeds.

Callanan's Corners from Bethlehem Centre, 8 miles, and back, once a week.
 Service authorized at \$40 a year: limited to net proceeds.

Canarsie from Brooklyn, 7 miles, and back, once a week.
 Service authorized at \$25 a year: limited to net proceeds.

Canfield's Corners from Oswego, — miles, and back, three times a week.
 Service authorized at \$20 a year: limited to net proceeds.

Castle Creek and Glen Castle from Binghampton, 10 miles, and back, once a week.
 Service performed by Philharmon Goodspeed, at \$75 a year: limited to net proceeds.

Catlin Centre from Post Creek, 5 miles, and back, once a week.
 Service performed by Lemuel Colegrove, at \$25 a year: limited to net proceeds.

Caton from Corning, 7 miles, and back, twice a week.
 Service performed by Jonathan S. Hurd, at \$40 a year : limited to net proceeds.

Centre Brook from Otego, 6 miles, and back, once a week.
 Service authorized at \$30 a year : limited to net proceeds.

Centre Cambridge from Buskirk's Bridge, 4 miles, and back, three times a week.
 Service performed by Richard Kenyon, at \$50 a year : limited to net proceeds.

Centrefield from Canandaigua, 4 miles, and back, three times a week.
 Service authorized at \$72 a year : limited to net proceeds.

Champion from Carthage, 3 miles, and back, three times a week.
 Service performed by Josiah Ballard, at \$75 a year : limited to net proceeds.

Chase's Mills from Madrid, 7 miles, and back, once a week.
 Service performed by Warren G. Niles, at \$35 a year : limited to net proceeds.

Chateaugay Lake from Chateaugay, 6 miles, and back, once a week.
 Service performed by William G. Payne, at \$40 a year : limited to net proceeds.

Chazy from Champlain, — miles, and back, three times a week.
 Service performed by G. B. Denio, at \$100 a year : limited to net proceeds.

Circleville from Middletown, 5½ miles, and back, once a week.
 Service performed by William H. Bull, at \$20 a year : limited to net proceeds.

Clarendon from Holley, 3 miles, and back, six times a week.
 Service performed by John J. Stevens, at \$95 a year : limited to net proceeds.

Clarkson Centre from Clarkson, 4 miles, and back, twice a week.
 Service performed by William Young, at \$48 a year : limited to net proceeds.

Claryville and Denning from Grahamsville, 14 miles, and back, once a week.
 Service performed by Charles Booth, at \$65 a year : limited to net proceeds.

Clay from Syracuse, three miles, and back, six times a week.
 Service performed by N. Clark Alvord, at \$75 a year : limited to net proceeds.

Clayton Centre from Depauville, 4 miles, and back, once a week.
 Service performed by William L. Rundell, at \$15 a year : limited to net proceeds.

Clinton Corners from Salt Point, 2½ miles, and back, six times a week.
 Service performed by Dorman Olivet, at \$50 a year : limited to net proceeds.

Cochecton Centre from Cochecton, six miles, and back, three times a week.
 Service performed by D. T. Stevens, at \$80 a year : limited to net proceeds.

College Point from Flushing, 2½ miles, and back, three times a week.
 Service authorized at \$50 a year : limited to net proceeds.

Conklin Centre from Binghampton, 6 miles, and back, twice a week.
 Service performed by George W. Bayly, at \$25 a year : limited to net proceeds.

Constantia Centre from Bernard's Bay, 3 miles, and back, once a week.
 Service performed by Napoleon Bonaparte Lince, at \$16 a year : limited to net proceeds.

Cook's Corners from Bush's Mills, 5 miles, and back, once a week.
 Service performed by John E. Butter, at \$18 a year : limited to net proceeds.

Cornwall and Moodna from Newburg, 5 miles, and back, six times a week.
 Service performed by Francis A. Barton, at \$200 a year : limited to net proceeds.

Cornwallville from Durham, 3 miles, and back, once a week.
 Service performed by John B. France, at \$15 a year : limited to net proceeds.

Cottage and Nashville from South's Mills, 7 miles, and back, twice a week.
 Service performed by Reuben Randall, at \$65 a year : limited to net proceeds.

County Line, North Ridgeway, and Jeddo, from Middleport, 11 miles, and back, three times a week.
 Service performed by Moses Winne, at \$120 a year : limited to net proceeds.

Cowaselon from Wampsville, 4½ miles, and back, twice a week.
 Service performed by Richardson Dunham, at \$35 a year : limited to net proceeds.

Creek Centre from Stony Creek, 3 miles, and back, twice a week.
 Service performed by John H. Cameron, at \$26 a year : limited to net proceeds.

Dannemore from Cadyville, 4 miles, and back, six times a week.
 Service performed by James Hart, at \$90 a year : limited to net proceeds.

De Friestville from Albany, 3 miles, and back, twice a week.
 Service authorized at \$30 a year : limited to net proceeds.

- De Lancy from North Brookfield, — miles, and back, once a week.
Service performed by Warren D. York, at \$30 a year : limited to net proceeds.
- Depauville from Chaumont, 5 miles, and back, three times a week.
Service performed by Joel Smith, at \$75 a year : limited to net proceeds.
- Dickersonville from Lewiston, 6½ miles, and back, twice a week.
Service performed by John Cornell, at \$75 a year : limited to net proceeds.
- Doraville from Susquehanna, 3 miles, and back, once a week.
Service authorized at \$26 a year : limited to net proceeds.
- Dry Dock from Crescent, 3 miles, and back, twice a week.
Service performed by George H. Maxwell, at \$30 a year : limited to net proceeds.
- East Avon from West Avon, two miles, and back, six times a week.
Service performed by Sylvester B. Dewey, at \$70 a year : limited to net proceeds.
- East Candor from Candor Centre, 4 miles, and back, once a week.
Service authorized at \$25 a year : limited to net proceeds.
- East Carlton from Carlton, 4 miles, and back, twice a week.
Service performed by Aaron Taylor, at \$20 a year : limited to net proceeds.
- East Clarkson from Clarkson, 3 miles, and back, six times a week.
Service performed by William P. Rice, at \$32 a year : limited to net proceeds.
- East Elba from Batavia, 5 miles, and back, twice a week.
Service performed by Albert Phillips, at \$30 a year : limited to net proceeds.
- East Farmington from Farmington, 4 miles, and back, twice a week.
Service performed by Thomas Jeffery, at \$25 a year : limited to net proceeds.
- East Gaines from Albion, 3 miles, and back, six times a week.
Service performed by Harvey Ball, at \$60 a year : limited to net proceeds.
- East Galway from Mosherville, 2 miles, and back, twice a week.
Service performed by Isaac W. Haych, at \$12 a year : limited to net proceeds.
- East Glenville from Schenectady, 5 miles, and back, once a week.
Service authorized, at \$25 a year : limited to net proceeds.
- East Hampton from Sag Harbor, 7 miles, and back, six times a week during July, August, and September, and once a week residue of year.
Service performed by E. V. Homan, at \$300 a year : limited to net proceeds.
- East Maine from Binghampton, 7 miles, and back, once a week.
Service performed by David Brown, at \$40 a year : limited to net proceeds.
- East Otto from Otto, 5 miles, and back, three times a week.
Service authorized, at \$50 a year : limited to net proceeds.
- East Penfield from Penfield, 3½ miles, and back, three times a week.
Service performed by James Slocum, at \$50 a year : limited to net proceeds.
- East Porter from Wilson and Youngstown, 3 miles, and back, three times a week.
Service performed by Charles N. Slocum, at \$100 a year : limited to net proceeds.
- East Schodack from East Greenbush, 5 miles, and back, twice a week.
Service performed by Jacob P. Lape, at \$30 a year : limited to net proceeds.
- East Scott from Scott, 3½ miles, and back, once a week.
Service performed by Horace C. Wood, at \$15 a year : limited to net proceeds.
- East Shelby from Millville, 3 miles, and back, three times a week.
Service performed by Carlos P. J. Beecher, at \$40 a year : limited to net proceeds.
- East Springwater from Springwater, 6 miles, and back, twice a week.
Service performed by Carmon S. North, at \$36 a year : limited to net proceeds.
- East Virgil from Messegerville, 6 miles, and back, twice a week.
Service performed by Edward B. Russell, at \$60 a year : limited to net proceeds.
- East Wilson from South Wilson, 2½ miles, and back, twice a week.
Service performed by Hosea Sweet, at \$20 a year : limited to net proceeds.
- Eatonville from Little Falls, 4 miles, and back, twice a week.
Service authorized at \$40 a year : limited to net proceeds.
- Edinburg Centre from Northampton, 2 miles, and back, four times a week.
Service authorized at \$30 a year : limited to net proceeds.
- Edwardsville from Morristown, 6 miles, and back, once a week.
Service performed by C. J. Bellinger, at \$30 a year : limited to net proceeds.

Egypt from Fairport, 3 miles, and back, once a week.
 Service performed by George E. Dates, at \$30 a year : limited to net proceeds.

Elgin from Rawson, 5 miles, and back, twice a week.
 Service performed by Billings Thayer, at \$30 a year : limited to net proceeds.

Elizaville from Upper Red Hock, 3 miles, and back, once a week.
 Service authorized at \$12 a year : limited to net proceeds

Ellenburg Centre from Ellenburg, 3 miles, and back, twice a week.
 Service performed by William Cressey, at \$20 a year : limited to net proceeds.

Elton from Yorkshire Centre, 4 miles, and back, twice a week.
 Service performed by S. Stone, at \$20 a year : limited to net proceeds.

Eminence from Summit, 5 miles, and back, once a week.
 Service authorized at \$25 a year : limited to net proceeds.

Engellville from Sharon Springs, 4½ miles, and back, once a week.
 Service performed by Moses Engell, at \$20 a year : limited to net proceeds.

Euclid from Syracuse, 3 miles, and back, six times a week.
 Service performed by N. Clark Alvord, at \$75 a year : limited to net proceeds.

Farmer's Hill from Pawlings, 3 miles, and back, twice a week.
 Service performed by William Taber, at \$15 a year : limited to net proceeds.

Farmer's Mills from Pecksville, 3 miles, and back, twice a week.
 Service authorized at \$24 a year : limited to net proceeds.

Findley's Lake from Mina, 3 miles, and back, twice a week.
 Service performed by James Cooley, at \$26 50 a year : limited to net proceeds.

Fine from South Edwards, 5 miles, and back, once a week.
 Service performed by Benjamin C. Brown, at \$26 a year : limited to net proceeds.

Flatland from Flatbush, 2½ miles, and back, three times a week.
 Service performed by Voorhees Overbaugh, at \$40 a year : limited to net proceeds.

Floyd from Stittville, 2½ miles, and back, four times a week.
 Service performed by Edmund Fuller, jr., at \$70 a year : limited to net proceeds.

Forest Port from Alder Creek, 3 miles, and back, six times a week.
 Service performed by C. & H. Traffarn, at \$75 a year : limited to net proceeds.

Fort Montgomery from Fort Montgomery Station, ¾ mile, and back, six times a week.
 Service performed by James Weyant, jr., at \$80 a year : limited to net proceeds.

Freetown Corners from Marathon, 6½ miles, and back, once a week.
 Service performed by Abraham Aker, at \$39 a year : limited to net proceeds.

Fremont Centre from Fremont, 3 miles, and back, three times a week.
 Service performed by Lewis L. Lynes, at \$36 a year : limited to net proceeds.

Gainesville from East Gainesville, 4 miles, and back, three times a week.
 Service performed by George B. Reynolds, at \$74 a year : limited to net proceeds.

Gay Head from Leeds, 8 miles, and back, once a week.
 Service performed by William J. Lampman, at \$30 a year : limited to net proceeds.

Gibsonville from Moscow, 5 miles, and back, once a week.
 Service performed by Henry Wilson, at \$26 a year : limited to net proceeds.

Glen Aubrey from Maine, 5 miles, and back, once a week.
 Service authorized at \$50 a year : limited to net proceeds.

Glenmore from Taburg, 4 miles, and back, twice a week.
 Service authorized at \$32 a year : limited to net proceeds.

Glensdale from Martinsburg, 3 miles, and back, twice a week.
 Service performed by William Oliver, at \$30 a year : limited to net proceeds.

Grand Island from North Buffalo, 6 miles, and back, twice a week.
 Service performed by George H. Wright, at \$40 a year : limited to net proceeds.

Grangerville from Schuylersville, 3 miles, and back, twice a week.
 Service performed by George C. Reed, at \$30 a year : limited to net proceeds.

Gravesend and Cresco from Brooklyn, 10 miles, and back, six times a week.
 Service authorized at \$125 a year : limited to net proceeds.

Green Haven from Stormville, 2½ miles, and back, three times a week.
 Service authorized at \$36 a year : limited to net proceeds.

- Green Point from Williamsburg, one mile, and back, twelve times a week.
Service performed by David Swalm, at \$144 a year : limited to net proceeds.
- Greensborough from Redfield, 9 miles, and back, once a week.
Service performed by Daniel Bealls, at \$25 a year : limited to net proceeds.
- Greig from Lyon's Falls, 9 miles, and back, once a week.
Service performed by James Windsor, at \$22 36 a year : limited to net proceeds.
- Groom's Corners and Vischer's Ferry from Rexfield Flats, six miles, and back, twice a week.
Service authorized at \$81 a year : limited to net proceeds.
- Governor's Corners from Sloansville, 4 miles, and back, once a week.
Service performed by Tobias Myers, at \$16 a year : limited to net proceeds.
- Gypsum from Clifton Springs, 3 miles, and back, three times a week.
Service performed by Jacob Vanderhoof, at \$50 a year : limited to net proceeds.
- Haerlemville from Phillmont, 3 miles, and back, once a week.
Service performed by Francis Furguson, at \$15 a year : limited to net proceeds.
- Hampton from West Poultney, Vermont, 1 mile, and back, six times a week.
Service performed by Ira Broughton, at \$40 a year : limited to net proceeds.
- Harrison from White Plains, 3 miles, and back, six times a week.
Service performed by Charles Miller, at \$60 a year : limited to net proceeds.
- Haskell Flats from Hinsdale, 3 miles, and back, twice a week.
Service performed by Henry P. Hewitt, at \$50 a year : limited to net proceeds.
- Hauppauge from Suffolk Station, 2½ miles, and back, six times a week.
Service performed by Luther Blydenbaugh and Moses R. Smith, at \$50 a year : limited to net proceeds.
- Hawkinsville from Booneville, 3 miles, and back, six times a week.
Service performed by Phillip Graff, at \$80 a year : limited to net proceeds.
- Hebron from West Rupert, 3 miles, and back, six times a week.
Service authorized at \$100 a year : limited to net proceeds.
- Hecla Works from Westmoreland, 3 miles, and back, six times a week.
Service authorized at \$90 a year : limited to net proceeds.
- Hemlock Lake from Livonia Centre, 2½ miles, and back, three times a week.
Service performed by Worling Gragg, at \$78 a year : limited to net proceeds.
- Higginsville and State Bridge from Durhamsville, 5 miles, and back, six times a week.
Service performed by Walter Durkee, at \$150 a year : limited to net proceeds.
- High Falls from Stone Ridge, 4 miles, and back, three times a week.
Service performed by Abraham Garrison, at \$60 a year : limited to net proceeds.
- Highland Mills from Turner's, 8 miles, and back, twice a week.
Service performed by Charles H. Earl, at \$44 a year : limited to net proceeds.
- High Market from Constableville, 5 miles, and back, once a week.
Service performed by Rob. D. Blair, at \$25 a year : limited to net proceeds.
- Hinmansville from Lawson's, 2 miles, and back, three times a week.
Service performed by Allen B. Newton, at \$100 a year : limited to net proceeds.
- Hope Falls from Northville, 6 miles, and back, once a week.
Service performed by Thomas Williams, at \$24 a year : limited to net proceeds.
- Horicon from Chestertown, 8 miles, and back, twice a week.
Service performed by Alanson Purce, at \$40 a year : limited to net proceeds.
- Howlet Hill from Camillus, 4 miles, and back, twice a week.
Service performed by Nathan G. Kasson, at \$36 a year : limited to net proceeds.
- Huguenot from Port Lewis, 4 miles, and back, twice a week.
Service performed by Mrs. Sally Ann Vanton, at \$40 a year : limited to net proceeds.
- Humphrey and Five-Mile Run from Allegany, 8½ miles, and back, once a week.
Service performed by Henry Reed, at \$40 a year : limited to net proceeds.
- Huntersland from Middlebury, 5 miles, and back, once a week.
Service performed by Archer Macomber, at \$25 a year : limited to net proceeds.
- Hynds ville from Gardnersville, 3 miles, and back, three times a week.
Service authorized at \$20 a year : limited to net proceeds.

- Ingraham from West Chazy, 3 miles, and back, twice a week.
Service authorized at \$26 a year : limited to net proceeds.
- Irondequoit from Rochester, 4 miles, and back, once a week.
Service performed by Joseph Estus, at \$20 a year : limited to net proceeds.
- Italy Hollow from Italy Hill, 3 miles, and back, twice a week.
Service performed by Amos Fox, at \$30 a year : limited to net proceeds.
- Jackson from Cambridge, 4 miles, and back, three times a week.
Service performed by A. W. McLean, at \$43 a year : limited to net proceeds.
- Jackson Corners from Lafayetteville, 3 miles, and back, once a week.
Service authorized at \$20 a year : limited to net proceeds.
- Jack's Reef from Canal, 2 miles, and back, six times a week.
Service authorized at \$60 a year : limited to net proceeds.
- Java Centre and Java Village from Strykersville, six miles, and back, twice a week.
Service performed by Daniel McLaughlin, at \$40 a year : limited to net proceeds.
- Jewett from Jewett Centre, 2 miles, and back, three times a week.
Service performed by Chester Hall, at \$36 a year : limited to net proceeds.
- Johnson's Creek and Hartland from Gasport, 7 miles, and back, six times a week.
Service performed by Chapman Butler, at \$140 a year : limited to net proceeds.
- Keefer's Corners from Albany, 2 miles, and back, once a week.
Service performed by F. Osterhout, at \$12 a year : limited to net proceeds.
- Keeney's Settlement from Fabius, 4 miles, and back, once a week.
Service performed by Abner Brown, at \$16 a year : limited to net proceeds.
- Kendall's Mills from Murray, 3½ miles, and back, twice a week.
Service performed by Luther H. Webster, at \$26 a year : limited to net proceeds.
- Kiantone from Jamestown, 6 miles, and back, twice a week.
Service performed by Simon C. Davis, at \$50 a year : limited to net proceeds.
- King's Settlement from Norwich, 5 miles, and back, once a week.
Service performed by William M. Barr, at \$25 a year : limited to net proceeds.
- Knox from West Township, 3 miles, and back, twice a week.
Service performed by E. L. Barckley, at \$35 a year : limited to net proceeds.
- Kortright from North Kortright, 4 miles, and back, three times a week.
Service performed by Ebenezer C. McClaughry, at \$45 a year : limited to net proceeds.
- Kripplebush from Stone Ridge, 3 miles, and back, once a week.
Service authorized at \$15 a year : limited to net proceeds.
- Kysorville from Mt. Morris, 7 miles, and back, once a week.
Service performed by Henry V. Thompson, at \$28 a year : limited to net proceeds.
- Lake from East Greenwich, 4 miles, and back, twice a week.
Service performed by Moses Granger, at \$40 a year : limited to net proceeds.
- Lake Hill from Bearsville, 3½ miles, and back, twice a week.
Service performed by Peter Short, at \$30 a year : limited to net proceeds.
- Lake Port from Oneida Lake, 3½ miles, and back, twice a week.
Service performed by William L. Green, at \$35 a year : limited to net proceeds.
- Lee from Taberg, 4 miles, and back, once a week.
Service authorized at \$20 a year : limited to net proceeds.
- Lee Centre and Delta from Rome, 8 miles, and back, six times a week.
Service performed by Marcus W. Miles, at \$150 a year : limited to net proceeds.
- Leesville from Cherry Valley, 6 miles, and back, three times a week.
Service authorized at \$50 a year : limited to net proceeds.
- Le Raysville from Great Bend, 3 miles, and back, six times a week.
Service authorized at \$90 a year : limited to net proceeds.
- Lewis from Elizabethtown, 4½ miles, and back, three times a week.
Service performed by Charles Barber, jr., at \$69 08 a year : limited to net proceeds.
- Lima from West Avon, 7 miles, and back, twelve times a week.
Service performed by Sylvester B. Dewey, at \$225 a year : limited to net proceeds.

Linn from Railroad Station at Lafayette, $1\frac{1}{2}$ mile, and back, three times a week.
Service performed by William Bovee, at \$20 a year : limited to net proceeds.

Lisbon from Ogdensburg, $7\frac{1}{2}$ miles, twice a week.
Service performed by William Dillingham, at \$35 a year : limited to net proceeds.

Little Britain from Coldenham, 4 miles, and back, twice a week.
Service performed by John M. Shuart, at \$32 a year : limited to net proceeds.

Liverpool from Salina or Syracuse, 5 miles, and back, twelve times a week.
Service performed by Nathan Soule, jr., at \$175 a year : limited to net proceeds.

Long Neck from Port Richmond, 5 miles, and back, three times a week.
Service performed by Joseph B. Pearce, at \$40 a year : limited to net proceeds.

Looneyville from New York Central Railroad, 4 miles, and back, six times a week.
Service performed by Robert Neel, jr., at \$20 a year : limited to net proceeds.

Louisville from Raymondville, 7 miles, and back, once a week.
Service performed by William D. Wilder, at \$60 a year : limited to net proceeds.

Louisville Landing from Massena, 6 miles, and back, twice a week.
Service performed by Danford Britton, at \$50 a year : limited to net proceeds.

Lumberville from Clark's Factory, 4 miles, and back, twice a week.
Service performed by John Y. Tompkins, at \$55 a year : limited to net proceeds.

Lutheranville from Summit, 4 miles, and back, once a week.
Service performed by Enoch Brown, at \$15 a year : limited to net proceeds.

Macedon Centre from Macedon Railroad Station, 3 miles, and back, six times a week.
Service performed by Moses D. Banons, at \$100 a year : limited to net proceeds.

Manchester and Manchester Centre from Shortville, 7 miles, and back, six times a week.
Service performed by Lewis W. Vanderhoof, at \$100 a year : limited to net proceeds.

Mandana from Skaneateles, 6 miles, and back, twice a week.
Service performed by William Harvey, at \$40 a year : limited to net proceeds.

Mariaville and Princeton from Schenectady, — miles, and back, twice a week.
Service performed by Richard Walpole, at \$130 a year : limited to net proceeds.

Marilla and Elma, from Buffalo, 7 miles, and back, three times a week.
Service performed by Joseph P. Wilder, at \$100 a year : limited to net proceeds.

Marshall from Waterville, $2\frac{1}{2}$ miles, and back, three times a week.
Service performed by John Collins, at \$48 a year : limited to net proceeds.

Martinsville from Tonawanda, 4 miles, and back, once a week.
Service performed by Christian Meissner, at \$20 a year : limited to net proceeds.

Massena Centre from Massena, 4 miles, and back, three times a week.
Service performed by John F. Watson, at \$60 a year : limited to net proceeds.

Medusa from Oak Hill, 1 mile, and back, twice a week.
Service performed by Davis Louisburg, at \$25 a year : limited to net proceeds.

Mendon Centre from Mendon, $2\frac{1}{2}$ miles, and back, three times a week.
Service performed by Loomis R. Brown, at \$40 a year : limited to net proceeds.

Middle Island from Yaphank, 4 miles, and back, once a week.
Service authorized at \$25 a year : limited to net proceeds.

Mill Brook from Chester, 9 miles, and back, twice a week.
Service performed by George Metcalf, at \$45 a year : limited to net proceeds.

Miller's Bay from Cape Vincent, 6 miles, and back, twice a week.
Service performed by Christopher Irwin, sr., at \$50 a year : limited to net proceeds.

Mills Corners from Union Mills, 2 miles, and back, twice a week.
Service performed by James Lasher, at \$14 a year : limited to net proceeds.

Minden from Hallsville, 3 miles, and back, twice a week.
Service performed by Henry Tessey, at \$29 a year : limited to net proceeds.

Mindenville from St. Johnsville, 3 miles, and back, twice a week.
Service performed by Aaron Snell, at \$30 a year : limited to net proceeds.

Minetto from Railroad Station, — miles, and back, six times a week.
Service performed by J. J. Wells, at \$25 a year : limited to net proceeds.

Molino and Orwell from Richland Railroad Depot, twice a week to Molino, six times a week for Orwell.

Service performed by Charles M. Lewis, at \$82 50 a year : limited to net proceeds.

Montague from New Boston, 3 miles, and back, twice a week.

Service performed by Alvin Castle, at \$20 a year : limited to net proceeds.

Morgansville from Railroad Depot, 1½ mile, and back, twelve times a week.

Service performed by John Lathrop, at \$40 a year : limited to net proceeds.

Mount Pleasant from Saratoga Springs, 2 miles, and back, three times a week.

Service performed by Oscar Granger, at \$20 a year : limited to net proceeds.

Mount Washington from Bath, 6 miles, and back, once a week.

Service authorized at \$40 a year : limited to net proceeds.

Naumburg from Carthage, 7 miles, and back, once a week.

Service performed by Christian Moellnitz, at \$25 a year : limited to net proceeds.

New Britain from Moffatt's Store, 3½ miles, and back, twice a week.

Service authorized at \$28 a year : limited to net proceeds.

New Grafenberg from Utica, 5 miles, and back, six times a week six months, and three times a week residue of year.

Service performed by William Thomas, at \$150 a year : limited to net proceeds.

New Hudson from Canadea, 6 miles, and back, three times a week.

Service authorized at \$72 a year : limited to net proceeds.

New Kingston from Margaretville, 5 miles, and back, twice a week.

Service performed by Salmon B. Swart, at \$50 a year : limited to net proceeds.

New London from Rome, 7 miles, and back, six times a week.

Service performed by Casper Weismantel, at \$175 a year : limited to net proceeds.

New Springfield from Long Neck, 2 miles, and back, six times a week.

Service performed by J. B. Pearce, at \$40 a year : limited to net proceeds.

Newtonville and Ireland Corners from Albany, 8 miles, and back, six times a week.

Service performed by Wm. C. Crocker, at \$100 a year : limited to net proceeds.

New Village from Lakeland, 4½ miles, and back, once a week.

Service performed by Jason Hammond, at \$20 a year : limited to net proceeds.

North Almond from Almond, 2 miles, and back, once a week.

Service performed by Silas F. Curry, at \$1 a year : limited to net proceeds.

North Bergen and East Bergen from Byron, — miles, and back, three times a week.

Service performed by Pitman Wilcox, at \$120 a year : limited to net proceeds.

North Burke from Chateaugay, 9 miles, and back, twice a week.

Service performed by Wm. Twaddle, at \$52 a year : limited to net proceeds.

North Cambridge from Cambridge, 4 miles, and back, twice a week.

Service performed by B. C. Allen, at \$25 a year : limited to net proceeds.

North Chatham from Niverville, 3 miles, and back, three times a week.

Service performed by Henry Weidman, jr., at \$32 a year : limited to net proceeds.

North Clarkson from Clarkson Centre, 3½ miles, and back, twice a week.

Service performed by George W. Graham, at \$40 a year : limited to net proceeds.

North Creek from Johnsburg, 7½ miles, and back, three times a week.

Service performed by Ashbel Grinnell, at \$75 a year : limited to net proceeds.

North Hebron and South Granville from Granville, 6 miles, and back, twice a week.

Service performed by Mahlon Smith, at \$52 a year : limited to net proceeds.

North Hempstead from Railroad Depot, 2 miles, and back, six times a week.

Service performed by Joseph Moore, at \$60 a year : limited to net proceeds.

North Manlius from Manlius Centre, 4 miles, and back, twice a week.

Service authorized at \$50 a year : limited to net proceeds.

North Parma and Parma Centre from Parma, 5½ miles, and back, three times a week.

Service performed by Samuel Berridge, at \$100 a year : limited to net proceeds.

North Pembroke from East Pembroke, 3 miles, and back, three times a week.

Service performed by Milton Gray, at \$30 a year : limited to net proceeds.

North Sanford from Sanford, 5½ miles, and back, once a week.

Service performed by Lewis Burlingame, at \$18 75 a year : limited to net proceeds.

North Scriba from Oswego, — miles, and back, once a week.

Service authorized at \$40 a year : limited to net proceeds.

North Sheldon from Sheldon, 2 miles, and back, twice a week.

Service authorized at \$20 a year : limited to net proceeds.

Norway from Newport, 4 miles, and back, three times a week.

Service performed by George Randall, at \$80 a year : limited to net proceeds.

Oak Point from Hammond, 6 miles, and back, once a week.

Service performed by Cornelius Sturdevant, at \$30 a year : limited to net proceeds.

Ogden from Churchville, 4 miles, and back, three times a week.

Service performed by Henry Brigham, at \$60 a year : limited to net proceeds.

Omar from Lafargeville, 4 miles, and back, once a week.

Service authorized at \$20 a year : limited to net proceeds.

Onondaga from Syracuse, 4 miles, and back, three times a week.

Service performed by Daniel Arnst, at \$50 a year : limited to net proceeds.

Orient and East Marion from Greenport, 5 miles, and back, six times a week.

Service performed by Jeremiah Young, at \$120 a year : limited to net proceeds.

Osceola from Florence, $4\frac{1}{2}$ miles, and back, twice a week.

Service performed by George Roberts, at \$39 a year : limited to net proceeds.

Oswego Village from Verbank, $2\frac{1}{2}$ miles, and back, twice a week.

Service performed by Aaron Burtis, at \$20 a year : limited to net proceeds.

Otterville from Blooming Grove, $3\frac{1}{2}$ miles, and back, twice a week.

Service performed by Charles P. Mulliner, at \$45 a year : limited to net proceeds.

Ouleonta from Meredith, $2\frac{1}{2}$ miles, and back, three times a week.

Service authorized at \$35 a year : limited to net proceeds.

Palasades from Piermont, 3 miles, and back, five times a week.

Service performed by Jesse Trenchard, at \$20 a year : limited to net proceeds.

Pamella Four Corners from Evans' Mills, 3 miles, and back, six times a week.

Service performed by Wm. Moyer, at \$70 a year : limited to net proceeds.

Pantico from Auburn, 4 miles, and back, once a week.

Service performed by Leman B. Goodwin, at \$20 a year : limited to net proceeds.

Parma from Spencerport, 2 miles, and back, six times a week.

Service performed by F. W. Lincoln, at \$60 a year : limited to net proceeds.

Pelham from Railroad Depot, near New Rochelle, $1\frac{1}{2}$ mile, and back, twelve times a week.

Service performed by Chas. Shute, at \$40 a year : limited to net proceeds.

Peltonville from Italy Hill, $4\frac{1}{2}$ miles, and back, once a week.

Service authorized at \$20 a year : limited to net proceeds.

Pemataquit from Thompson's Station, 4 miles, and back, six times a week.

Service performed by Lewis S. Brown, at \$100 a year : limited to net proceeds.

Perry City from Trumansburg, 4 miles, and back, three times a week.

Service performed by Humphrey D. Tripp, at \$44 a year : limited to net proceeds.

Perry's Mills from Railroad Depot, $1\frac{1}{2}$ mile, and back, six times a week.

Service authorized at \$30 a year : limited to net proceeds.

Petersburg Four Corners from Hoosic, 4 miles, and back, once a week.

Service performed by Isaac Bovie, at \$20 a year : limited to net proceeds.

Phillips' Creek from Phillipsville, 7 miles, and back, once a week.

Service performed by Geo. Walldorff, at \$50 a year : limited to net proceeds.

Phoenix from Lamson's, $3\frac{1}{2}$ miles, and back, twelve times a week.

Service performed by G. Clark Alvord, at \$135 a year : limited to net proceeds.

Pine's Bridge from Mount Kisco, 4 miles, and back, twice a week.

Service authorized at \$36 a year : limited to net proceeds.

Bacon Hill from Northumberland, $1\frac{1}{2}$ mile, and back, six times a week.

Service performed by Jas. A. Fake, at \$36 a year : limited to net proceeds.

Porter's Corners from Greenfield Centre, 3 miles, and back, twice a week.

Service performed by A. H. Rowland, at \$30 a year : limited to net proceeds.

Port Gibson from Newark, 3 miles, and back, three times a week.
 Service performed by Jacob Annis, at \$100 a year : limited to net proceeds.

Port Kendall from Keeseville, 7 miles, and back, once a week.
 Service performed by Elihu Higby, at \$26 a year : limited to net proceeds.

Potter from Rushville, 4 miles, and back, three times a week.
 Service performed by Wm. H. Simmons, at \$70 a year : limited to net proceeds.

Pound Ridge from Bedford, 4 miles, and back, twice a week.
 Service authorized at \$40 a year : limited to net proceeds.

Purdy Creek from Canisteo, 5 miles, and back, twice a week.
 Service performed by Fletcher H. Reynolds, at \$50 a year : limited to net proceeds.

Quarryville from Malden, 4 miles, and back, six times a week.
 Service performed by John Maxwell, at \$120 a year : limited to net proceeds.

Randolph Centre from Great Bend, 6 miles, and back, once and twice a week.
 Service performed by Sam'l Howell, at \$30 a year : limited to net proceeds.

Ravenswood from New York, — miles, and back, six times a week.
 Service performed by Jas. M. Whitcomb, at \$40 a year : limited to net proceeds.

Rawson Hollow from Speedsville, 2 miles, and back, twice a week.
 Service authorized at \$26 a year : limited to net proceeds.

Reed's Corners from Canandaigua, 5 miles, and back, three times a week.
 Service authorized at \$100 a year : limited to net proceeds.

Riga from Churchville, 2½ miles, and back, three times a week.
 Service performed by John C. Sprung, at \$50 a year : limited to net proceeds.

Rock City Mills from Ballston, 6 miles, and back, three times a week.
 Service performed by Schuyler Trumble, at \$40 a year : limited to net proceeds.

Rockland Lake from Nyack, 5 miles, and back, six times a week.
 Service performed by Richard H. Cook, at \$50 a year : limited to net proceeds.

Rogersville from Dansville, 9 miles, and back, three times a week.
 Service performed by Henry L. Jones, at \$100 a year : limited to net proceeds.

Roylton from Gosport, 5½ miles, and back, three times a week.
 Service performed by Ithamar P. Smith, at \$75 a year : limited to net proceeds.

St. Andrews from Walden, 3 miles, and back, three times a week.
 Service performed by Halsey Kidd, at \$40 a year : limited to net proceeds.

St. James from Suffolk Station, 3 miles, and back, six times a week.
 Service performed by Jesse l'Hommedieu, at \$25 a year : limited to net proceeds.

St. Lawrence from Three Mile Bay, 7 miles, and back, twice a week.
 Service performed by Geo. Covey, at \$50 a year : limited to net proceeds.

Sayville from Lakeland, 6 miles, and back, six times a week.
 Service performed by Treadwell Bedell, at \$100 a year : limited to net proceeds.

Schuyler Falls and Morrisonville from Plattsburgh, 10 miles, and back, three times a week.
 Service performed by Stephen Merchant, at \$90 a year : limited to net proceeds.

Soconodoc from Oneida, 2 miles, and back, twice a week.
 Service performed by Thos. Butterfield, at \$14 a year : limited to net proceeds.

Scotchtown from Middletown, 3½ miles, and back, once a week.
 Service authorized at \$20 a year : limited to net proceeds.

Scotia from Schenectady, 2 miles, and back, six times a week.
 Service performed by Fred. Rees, at \$52 a year : limited to net proceeds.

Scottsburgh from North Sparta, 2 miles, and back, three times a week.
 Service performed by Wm. Curtis, at \$66 a year : limited to net proceeds.

Searsville from Collaburgh, — miles, and back, three times a week.
 Service performed by Alex. T. Smith, at \$44 a year : limited to net proceeds.

Seneca Hill from Oswego, 4 miles, and back, three times a week.
 Service authorized at \$60 a year : limited to net proceeds.

Shed's Corners from New Woodstock, 3 miles, and back, three times a week.
 Service performed by C. P. White, at \$40 a year : limited to net proceeds.

Shelton Island from Greenport, 3 miles, and back, six times a week.
 Service performed by Jonathan Preston, at \$150 a year : limited to net proceeds.

Siloam from Peterboro', 2½ miles, and back, twice a week.
 Service performed by DeWitt C. Nash, at \$20 a year : limited to net proceeds.

Slaterville from West Pawlet, 3½ miles, and back, three times a week.
 Service performed by Jonathan Young, at \$40 a year : limited to net proceeds.

Smoky Hollow from Claverack, 3 miles, and back, — times a week.
 Service authorized at \$20 a year : limited to net proceeds.

South Bradford from Sonora, 1½ miles, and back, twice a week.
 Service performed by J. Hallock, at \$39 99 a year : limited to net proceeds.

South Bristol from Bristol Centre, 5 miles, and back, twice a week.
 Service authorized at \$50 a year : limited to net proceeds.

South Brookfield from West Edmeston, 2½ miles, and back, six times a week.
 Service performed by Wm. Whittemore, at \$75 a year : limited to net proceeds.

South Colton from Colton, 5 miles, and back, twice a week.
 Service authorized at \$25 a year : limited to net proceeds.

South Cortland from Cortland Village, 3 miles, and back, once a week.
 Service authorized at \$20 a year : limited to net proceeds.

South Greece from Rochester, 2 miles, and back, twice a week.
 Service performed by George Smith, at \$12 a year : limited to net proceeds.

South Hannibal from Hannibal Centre, 5 miles, and back, twice a week.
 Service performed by Elisha A. Benchard, at \$50 a year : limited to net proceeds.

South Hamilton from Poolsville, — miles, and back, three times a week.
 Service performed by Jared Comstock, at \$30 a year : limited to net proceeds.

South Pitcher from Cincinnati, 4 miles, and back, once a week.
 Service performed by Nathan Carpenter, at \$20 a year : limited to net proceeds.

South Royalton from Locust Hill, 5 miles, and back, once a week.
 Service authorized at \$15 a year : limited to net proceeds.

South Schodack from Castleton, 3½ miles, and back, once a week.
 Service performed by M. H. Smith, at \$26 a year : limited to net proceeds.

South Trenton from Trenton, 4 miles, and back, three times a week.
 Service authorized at \$50 a year : limited to net proceeds.

Spafford Hollow from Preble, 6 miles, and back, once a week.
 Service performed by G. W. Newell, at \$22 a year : limited to net proceeds.

Springs from East Hampton, six miles, and back, once a week.
 Service performed by Isaac Edwards, at \$30 a year : limited to net proceeds.

Stanwix from Rome, 2 miles, and back, six times a week.
 Service performed by Phineas Able, at \$60 a year : limited to net proceeds.

Sterling Bush from North Wilna, 4 miles, and back, three times a week.
 Service performed by James Sterling, at \$30 a year : limited to net proceeds.

Steuben and Big Brook from Westernville, 6 miles, and back, once a week.
 Service performed by Peter Seits, at \$26 a year : limited to net proceeds.

Stone Arabia from Palatine Bridge, 3 miles, and back, once a week.
 Service performed by John Lipe, at \$20 a year : limited to net proceeds.

Stone Church from Bergen, 2½ miles, and back, three times a week.
 Service performed by John B. Arnold, at \$75 a year : limited to net proceeds.

Success from Upper Aquebogue, 5 miles, and back, once a week.
 Service authorized at \$15 a year : limited to net proceeds.

Sugartown from Ellicottsville, 6½ miles, and back, once a week.
 Service authorized at \$20 a year : limited to net proceeds.

Sullivan from Railroad Depot, 3 miles, and back, once a week.
 Service authorized at \$75 a year : limited to net proceeds.

Sullivanville from Horsehead, 4½ miles, and back, twice a week.
 Service performed by Simon Fanton, at \$40 a year : limited to net proceeds.

Sweden from Brockport, 2½ miles, and back, three times a week.
 Service authorized at \$40 a year : limited to net proceeds.

Tappantown from Piermont, 2 miles, and back, six times a week.
 Service performed by John Hennion, at \$44 a year : limited to net proceeds.

Texas Valley from Marathon, 5 miles, and back, once a week.
 Service performed by Thos. L. Hammond, at \$13 a year : limited to net proceeds.

Three River Point from Syracuse, 2½ miles, and back, six times a week.
 Service performed by N. Clark Alvord, at \$50 a year : limited to net proceeds.

Townsendville from Lodi, 5 miles, and back, six times a week.
 Service performed by Robert Hall, at \$100 a year : limited to net proceeds.

Tracy Creek from Vestal, 5½ miles, and back, twice a week.
 Service performed by Abraham Goodnow, at \$20 a year : limited to net proceeds.

Trout Creek from Canonsville, 8 miles, and back, once a week.
 Service performed by Elijah Warren, at \$20 a year : limited to net proceeds.

Trout River from East Constable, 5 miles, and back, three times a week.
 Service performed by S. S. Ingall, at \$60 a year : limited to net proceeds.

Trumansburg Landing from Trumansburg, — miles, and back, six times a week.
 Service performed by Chas. H. Lamkin, at \$52 a year : limited to net proceeds.

Tyre from Seneca Falls, 6 miles, and back, once a week.
 Service performed by Peter Vanness, at \$28 a year : limited to net proceeds.

Unadilla Forks from Bridgewater, 3½ miles, and back, six times a week.
 Service performed by J. V. P. Gardner, at \$68 a year : limited to net proceeds.

Union Settlement from Constantia, 7 miles, and back, once a week.
 Service performed by Jacob J. Miller, at \$20 a year : limited to net proceeds.

Unitaria from Haipersville, — miles, and back, once a week.
 Service performed by Uni Hurlburt, at \$15 a year : limited to net proceeds.

Verplank from Railroad Depot, 3½ miles, and back, six times a week.
 Service performed by James Veughey, at \$100 a year : limited to net proceeds.

Vernailles from Perrysburg, 4 miles, and back, four times a week.
 Service performed by Peter Cornelius, at \$100 a year : limited to net proceeds.

Vestal from Union, 1½ mile, and back, twice a week.
 Service performed by Abraham Goodnow, at \$15 a year : limited to net proceeds.

Vestal Centre from Vestal, 4 miles, and back, twice a week.
 Service performed by Daniel M. Clark, at \$40 a year : limited to net proceeds.

Veteran From Millport, 4 miles, and back, twice a week.
 Service performed by John T. Worden, at \$40 a year : limited to net proceeds.

Virgil from Cortlandt Village, 6 miles, and back, three times a week.
 Service performed by Nathan Lewis, at \$100 a year : limited to net proceeds.

Voank from Ferguson's Corners, 2½ miles, and back, three times a week.
 Service authorized at \$20 a year : limited to net proceeds.

Walmore from South Pekin, 3½ miles, and back, twice a week.
 Service performed by Christian Tihman, at \$20 a year : limited to net proceeds.

West Almond and Centre Almond from Almond, — miles, and back, twice a week.
 Service authorized at \$75 a year : limited to net proceeds.

West Bangor from Bangor, 2 miles, and back six times a week.
 Service performed by Wm. Goodrich, at \$60 a year : limited to net proceeds.

West Barre from Barre Centre, 4 miles, and back, three times a week.
 Service authorized at \$40 a year : limited to net proceeds.

West Brookville from Otiaville, 3 miles, and back, once a week.
 Service performed by John Westbrook, at \$20 a year : limited to net proceeds.

Westbush from Johnstown, 5 miles, and back, three times a week.
 Service performed by Purdy Van Wart, at \$25 a year : limited to net proceeds.

West Camp from Germantown Station, 1½ mile, and back, three times a week.
 Service performed by Lemuel Crawford, at \$50 a year : limited to net proceeds.

Westchester from William's Bridge, 2½ miles, and back, six times a week.
 Service performed by John Elliott, at \$120 a year : limited to net proceeds.

West Danby from Ithaca, 4 miles, and back, twice a week.
 Service performed by G. A. Todd, at \$100 a year : limited to net proceeds.

West Dresden from Penn Yan, 6 miles, and back, three times a week.

Service performed by A. & A. Tuell, at \$125 per year : limited to net proceeds.

West Eaton from Eaton, 1½ mile, and back, six times a week.

Service performed by David E. Darrow, at \$60 a year : limited to net proceeds.

North Greece, West Greece, Greece, and Sandford's Landing, from Rochester, 9½ miles, and back, three times a week.

Service performed by John Pulla, at \$210 a year : limited to net proceeds.

West Greenfield and Middle Grove from Ballston Spa, 7 miles, and back, twice a week.

Service performed by Schuyler Trumbull, at \$40 a year : limited to net proceeds.

West Hoosic from Buskirk's Bridge, 4 miles, and back, twice a week.

Service performed by Enos Snyder, at \$35 a year : limited to net proceeds.

West Kendall, Kendall, and Murray, from Holley, 10 miles, and back, three times a week.

Service performed by Morgan S. Lewis, at \$148 a year : limited to net proceeds.

West Onondaga from Syracuse, 4 miles, and back, twice a week.

Service performed by Isaac Cornwell, at \$32 a year : limited to net proceeds.

West Perth from Johnstown, 9 miles, and back, once a week.

Service performed by Godfrey Swobe, at \$40 a year : limited to net proceeds.

West Potsdam from Potsdam, 5 miles, and back, three times a week.

Service performed by Joseph F. Blood, at \$80 a year : limited to net proceeds.

West Shandaken from Griffin's Corners, 4 miles, and back, once a week.

Service authorized at \$25 a year : limited to net proceeds.

West Shelby from Shelby, 4 miles, and back, twice a week.

Service performed by H. M. Reynolds, at \$30 a year : limited to net proceeds.

West Walworth from Walworth, 4 miles, and back, twice a week.

Service performed by Hiram C. Hoag, at \$40 a year : limited to net proceeds.

West Windsor from Binghamton, 4 miles, and back, once a week.

Service performed by John B. Hoadly, at \$12 a year : limited to net proceeds.

Westwood from Pendleton Centre, 3½ miles, and back, twice a week.

Service performed by Paul Keller, at \$8 a year : limited to net proceeds.

White Creek from North Bennington, Vt., 4 miles, and back, six times a week.

Service performed by Hiram Butts, at \$50 a year : limited to net proceeds.

White Stone from Flushing, 3 miles, and back, six times a week.

Service performed by John Dermody, at \$80 a year : limited to net proceeds.

Woodland from Phenicia, 6 miles, and back, three times a week.

Service performed by Ira D. Chatfield, at \$40 a year : limited to net proceeds.

STATE OF NEW JERSEY.

(From July 1, 1857, to June 30, 1860.)

ROUTE No. 2901.

From Newton to Flatbrookville, 14 miles, and back, twice a week.

Bidders' names.	Sum per annum.
James S. Smith	\$350 00, sulky.
Moses Decker	240 00, sulky.
	350 00, sulky, three times a week.
Jacob Smith, jr.	190 00, one-horse wagon, twice a week.
	280 00, one-horse wagon, three times a week.
James Spaugenburg	180 00, twice a week. No guaranty.
	270 00, three times a week. No guaranty.
Daniel S. Smith	180 00, one-horse wagon.
	270 00, one-horse wagon, three times a week.

CONTRACTS FOR CARRYING THE MAILS.

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Elijah Rosenkrans	154 00, one-horse wagon, or sulky.	
	231 00, one-horse wagon, or sulky, three times a week.	<i>Accepted April 25, 1857.</i>
Jacob Smith, jr.	179 00.....	} Bids informal.
	268 50, three times a week.	
John V. Shoemaker	2 50 per trip, two-horse carriage ; or,	
	1 75 per trip, sulky.	

Contract made with Elijah Rosenkrans, dated April 25, 1857, at \$231 per annum.
 Leave Newton Monday, Wednesday, and Friday, at 1 p. m.; arrive at Flatbrookville same day by 5 p. m.
 Leave Flatbrookville Monday, Wednesday, and Friday, at 8 a. m.; arrive at Newton by 12 m.

ROUTE No. 2902.

From Manalapan to Hightstown, 8 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Joseph Thompson	\$365, one-horse carriage.
L. G. Messlor.....	250, one-horse conveyance. <i>Accepted April 25, 1857.</i>

Contract made with L. G. Messlor, dated April 25, 1857, at \$250 per annum.
 Leave Manalapan daily, except Sunday, at 6½ p. m.; arrive at Hightstown, by 8 p. m.
 Leave Hightstown daily, except Sunday, at 4½ p. m.; arrive at Manalapan by 6 p. m.

SPECIAL ROUTES IN NEW JERSEY.

Daretown from Mullico Hill, 7 miles, and back, once a week.
 Postmaster authorized August 17, 1857, to engage service at \$40 per annum : limited to net proceeds.

Runsum Landing from Red Bank, 5 miles, and back, once a week.
 Postmaster authorized December 20, 1856, to engage service at \$30 per annum : limited to net proceeds.

Saddle River from New Prospect, 3 miles, and back, twice a week.
 Postmaster authorized August 28, 1856, to engage service at \$40 per annum : limited to net proceeds.

Sculltown from Sweedsboro', 4 miles, and back, three times a week.
 Service authorized July 3, 1856, at \$100 per annum : limited to net proceeds.

STATE OF PENNSYLVANIA.

(From July 1, 1857, to June 30, 1860.)

ROUTE No. 3366.

From Clearfield to Clarion, 59 miles, and back, daily, except Sunday.

Bidders' names.	Sum per annum.
Andrew B. Smith.....	\$5,000 00, two-horse coach.
John G. Runk.....	4,250 00, two-horse coach.
R. F. Haslett and J. Crother...	4,000 00, two-horse coach.
Charles R. Foster	3,800 00, two-horse coach.
Barton T. Hastings.....	3,500 00, two-horse coach.
John Wightman.....	3,185 00.
	2,987 50.
Ostrander & Seaman.....	2,787 00.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
David D. Derickson.....	2,749 00, two-horse coach. <i>Accepted April 25, 1857.</i>
John Wightman, (after time)..	2,997 50, two-horse coach. <i>Received April 3, 1857.</i>

Derickson failed. Service performed by Joseph Evans and Foster & Williams to September 9, 1857, when contract was made with Charles R. Foster and James C. Williams, at \$3,800 per annum, from September 10.

ROUTE No. 3487.

From Reading to New Holland, 21 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Dan'l Ostrander & David Seaman	\$857, two-horse coach.
John B. Good.....	500, two-horse hack; omit Muddy Creek.
P. Dinan.....	487. 000.
John Shoop.....	480, schedule changed.
	1,050, two-horse coach.
Joseph Kendall.....	399.
	499, two-horse coach. <i>Accepted April 25, 1857.</i>
Benjamin Mishler, (after time)-	670, two-horse coach. <i>Received April 22, 1857.</i>

Contract made with Joseph Kendall, dated April 25, 1857, at \$499 per annum.

Leave Reading Monday, Wednesday, and Friday, on arrival of cars from Pottsville, say at 9 a. m.; arrive at New Holland by 4 p. m.

Leave New Holland Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Reading by 4 p. m.

ROUTE No. 3488.

From Stoddartsville to Naglesville, 19 miles, and back, six times a week.

Bidders' names.	Sum per annum.
George Abel.....	\$1,163, two-horse hack.
Jacob Stauffer.....	990, two-horse coach.
Buterbaugh & Barnes.....	936, two-horse coach.
J. D. Mead.....	900.
Henry Sandford.....	900, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Henry Sandford, dated April 25, 1857, at \$900 per annum.

Leave Stoddartsville daily, except Sunday, at 6 a. m.; arrive at Naglesville by 12 m.

Leave Naglesville daily, except Sunday, at 3 p. m.; arrive at Stoddartsville by 9 p. m.

ROUTE No. 3489.

From Laporte to Canton, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. M. Heacock & N. W. Ackley..	\$550, twice a week; commence at Eaglesmere. Schedule proposed.
S. Harris & John M. Heacock...	550, twice a week; commence at Eaglesmere. Schedule proposed.
John M. Heacock.....	318.
Job S. King.....	250. 000.
Samuel Craft.....	237.
Richard Lisson, jr	225, commence at Eaglesmere.
	450, twice a week.
Silas McCarty.....	224.
Peter E. Little.....	200, commence at Eaglesmere.
Reuben Battin.....	165, commence at Eaglesmere. <i>Accepted April 25, 1857.</i>
	199.

Contract made with Reuben Battin, dated April 25, 1857, at \$165 per annum.

Leave Eaglesmere Monday, at 6 a. m.; arrive at Canton next day by 11 a. m.

Leave Canton Tuesday, at 1 p. m.; arrive at Eaglesmere next day by 5 p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 3490.

From Penn's Creek to Middle Creek, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$220.
Jeremiah Kleckner.....	200, one-horse buggy; end at Troxelville.
Elias P. Walter.....	189, sulky.
John Wagner.....	87. <i>Accepted April 25, 1857.</i>

Contract made with John Wagner, dated April 25, 1857, at \$87 per annum.

ROUTE No. 3491.

From Bristol to Yardleyville, 13 miles, and back, once a week.

Bidder's name.	Sum per annum.
Joseph Kendall.....	\$110.
(Not let.)	

ROUTE No. 3492.

From Bristol to Dolington, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry Hyneman.....	\$750, two-horse coach daily for seven months, three times a week residue. 650, two-horse coach three times a week. 450, two-horse coach. No guaranty.
John H. Slack.....	550, one-horse carriage three times a week. Schedule proposed.
Joseph Kendall.....	125. 350, three times a week. <i>Accepted April 25, 1857.</i> 800, two-horse coach six times a week.
Jonathan Shoemaker, (after time)	450, daily stage-coach. Received April 2, 1857.

Contract made with Joseph Kendall, dated April 25, 1857, at \$350 per annum.

Leave Bristol Tuesday, Thursday, and Saturday, at 4 p. m.; arrive at Dolington by 8 p. m.

Leave Dolington Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Bristol by 10 a. m.

ROUTE No. 3493.

From Wind Gap to Moorestown, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph Kendall.....	\$99.
George Abel.....	93, one-horse wagon.
William Herbst.....	75, schedule changed.
Peter Miller.....	36, one-horse conveyance.
Thomas Fritz.....	33. <i>Accepted April 25, 1857.</i>

Contract made with Thomas Fritz, dated April 25, 1857, at \$33 per annum.

Leave Wind Gap Saturday at 8 a. m.; arrive at Moorestown by 12 m.

Leave Moorestown Saturday at 1 p. m.; arrive at Wind Gap by 5 p. m.

ROUTE No. 3494.

From Bethlehem to Bath, 9 miles, and back, once a week.

Bidders' names.	Sum per annum.
Paul Appleback.....	\$297, three times a week, two-horse coach.
Samuel T. Bush.....	224, three times a week.
John Shoop.....	120. 000. 240, three times a week.
Joseph Kendall.....	79, or 210, three times a week <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract ordered with Joseph Kendall, dated April 25, 1857, at \$210 per annum. Transferred, July 8, 1857, to Paul Appleback, to take effect July 1, 1857.

Leave Bethlehem Tuesday, Thursday, and Saturday, at 5½ p. m.; arrive at Bath same day by 7 p. m.

Leave Bath Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Bethlehem by 8½ a. m.

ROUTE No. 3495.

From New Castle to Slippery Rock, 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. Leslie	\$800, two-horse hack or coach, twice a week. 200.
John T. Bard	400, twice a week: 730, two-horse stage. 580, two-horse hack, twice a week.
R. H. McCleave	249, and 20 per cent. less than pro rata for additional trip.
A. McBride	199. 000. New Castle to Centreville. 375, two-horse coach, twice a week; schedule proposed. <i>Accepted April 25, 1857.</i>

Contract made with A. McBride, dated April 25, 1857, at \$375 per annum.

Leave New Castle Monday, Wednesday, and Friday, at 6 a. m.; arrive at Slippery Rock by 12 m.

Leave Slippery Rock Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at New Castle by 8 p. m.

ROUTE No. 3496.

From Indiana to West Lebanon, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$190.
Samuel Coulter	117.
Joseph McCoy	78. <i>Accepted April 25, 1857.</i>

Contract made with Joseph McCoy, dated April 25, 1857, at \$78 per annum.

Leave Indiana Wednesday at 8 a. m.; arrive at West Lebanon by 12 m.

Leave West Lebanon Wednesday at 1 p. m.; arrive at Indiana by 5 p. m.

ROUTE No. 3497.

From Kittanning to Dayton, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
George H. Warren	\$340, twice a week.
R. H. McCleave	270.
David Henry	235.
	445, twice a week.
James W. Graham	200.
	400, twice a week.
Jacob B. Guyer	185, twice a week. <i>Accepted April 25, 1857.</i>

Contract made with Jacob B. Guyer, dated April 25, 1857, at \$185 per annum.

Leave Kittanning Tuesday and Friday at 10 a. m.; arrive at Dayton by 4 p. m.

Leave Dayton Monday and Thursday at 8 a. m.; arrive at Kittanning by 2 p. m.

ROUTE No. 3498.

From Worthington to Millerstown, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$199.
M. Gillespie.....	155, Barnhart's Mills to Worthington.
E. McBride.....	91.
Michael McGinley, jr.....	88.
Hugh Boyle.....	85.
William McRea.....	65. <i>Accepted April 25, 1857.</i>

Contract made with William McRea, dated April 25, 1857, at \$65 per annum.
 Leave Worthington Saturday at 1 p. m. ; arrive at Millerstown by 5 p. m.
 Leave Millerstown Saturday at 8 a. m. ; arrive at Worthington by 12 m.

ROUTE No. 3499.

From Saxonburg to Slate Lick, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$195.
James B. Kennedy.....	120.
J. H. Pfabe.....	110.
L. Kersting.....	100.
Samuel Grinder.....	99.
Charles Steubgen.....	95.
William Burtner.....	94.
Joseph Knoch.....	93. <i>Accepted April 25, 1857.</i>

Contract made with Joseph Knoch, dated April 25, 1857, at \$93 per annum.
 Leave Saxonburg Saturday at 6 a. m. ; arrive at Slate Lick by 10 a. m.
 Leave Slate Lick Saturday at 12 m. ; arrive at Saxonburg by 4 p. m.

ROUTE No. 3500.

From Punxutawney to Pleasantville, 17 miles, and back, once a week.

Bidders' names.	Sum per annum.
David Henry.....	\$175. <i>Accepted April 25, 1857.</i>
R. H. McCleave.....	224.

Contract made with David Henry, dated April 25, 1857, at \$175 per annum.
 Leave Punxutawney Wednesday at 8 a. m. ; arrive at Pleasantville by 2 p. m.
 Leave Pleasantville Thursday at 8 a. m. ; arrive at Punxutawney by 2 p. m.

ROUTE No. 3501.

From New Washington to Punxutawney, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$648, three times a week. <i>Accepted April 25, 1857.</i>
(After time.)	
Jacob W. Campbell.....	370, in two days. (Received April 8, 1857.)
	585, three times a week. (Received April 8, 1857.)
John F. Lee.....	267. (Received April 10, 1857.)
	525, three times a week. (Received April 10, 1857.)
David Henry.....	205. (Received April 2, 1857.)
	595, three times a week. (Received April 2, 1857.
	No guaranty.)
	235. (Received May 21, 1857.)

Contract made with R. H. McCleave, dated April 25, 1857, at \$648 per annum.
 Leave New Washington Tuesday, Thursday, and Saturday, at 8 a. m. ; arrive at Punxutawney by 2 p. m.
 Leave Punxutawney Monday, Wednesday, and Friday, at 10 a. m. ; arrive at New Washington by 4 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 3502.

From Phillipsburgh to Kylerstown, 9 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Shoop.....	\$240. 695, two-horse coach.
John G. Runk.....	360, two-horse coach.
R. G. McCleave.....	290. ooo.
Artemas Johnson.....	262, two-horse coach.
C. R. Foster.....	495. ooo.
James Teat.....	212.
M. P. Marble.....	400, two-horse hack.
C. J. Hinds.....	250. ooo. <i>Accepted April 25, 1857.</i> 375, two-horse coach.

Contract made with C. J. Hinds, dated April 25, 1857, at \$250 per annum.

Leave Phillipsburgh Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Hazleton by 11½ a. m.

Leave Hazleton Tuesday, Thursday, and Saturday, at 12 m.; arrive at Phillipsburgh by 2½ p. m.

ROUTE No. 3503.

From Callensburgh to Rimersburgh, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$110. <i>Accepted April 25, 1857.</i>
Alexander Colwell, (after time).	67. (Received April 10, 1857.)

Contract made with R. H. McCleave, dated April 25, 1857, at \$110 per annum.

Leave Callensburgh Thursday at 6 a. m.; arrive at Rimersburgh by 9 a. m.

Leave Rimersburgh Thursday at 10 a. m.; arrive at Callensburgh by 1 p. m.

ROUTE No. 3504.

From Brady's Bend to Callensburgh, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$230.
Oliver P. Miller.....	150, twice a week. <i>Accepted April 25, 1857.</i>

Contract made with Oliver P. Miller, dated April 25, 1857, at \$150 per annum.

Leave Brady's Bend Tuesday and Thursday at 8 a. m.; arrive at Callensburgh by 12 m.

Leave Callensburgh Tuesday and Thursday at 1 p. m.; arrive at Brady's Bend by 5 p. m.

ROUTE No. 3505.

From Brady's Bend to Miller's Eddy, 5 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Robert Criswell.....	\$100. <i>Accepted April 25, 1857.</i>

Contract made with Robert Criswell, dated April 25, 1857, at \$100 per annum.

Transferred, June 8, 1857, to Daniel Walker, at \$100 per annum, to take effect July 1, 1857.

Leave Brady's Bend Wednesday and Saturday at 4 p. m.; arrive at Miller's Eddy by 5½ p. m.

Leave Miller's Eddy Wednesday and Saturday at 2 p. m.; arrive at Brady's Bend by 3½ p. m.

ROUTE No. 3506.

From Sheakleyville to Evansburgh, 15 miles and back, once a week.

Bidders' names.	Sum per annum.
A. Battles.....	\$150. ooo.
Cyrus Church.....	144, twice a week. <i>Accepted April 25, 1857.</i> 72.
George Sheakley.....	90.

Contract made with Cyrus Church, dated April 25, 1857, at \$144 per annum, for twice a week service.

Leave Sheakleyville Tuesday and Friday at 8 a. m.; arrive at Evansburgh by 11 a. m.
Leave Evansburgh Tuesday and Friday at 2 p. m.; arrive at Sheakleyville by 5 p. m.

ROUTE No. 3507.

From Southwest to Garland, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. D. Marin.....	\$150.
Jeremiah Main.....	119.
William Duncan.....	104. <i>Accepted April 25, 1857.</i>

Contract made with William Duncan, dated April 25, 1857, at \$104 per annum.

Leave Southwest Wednesday at 6 a. m.; arrive at Garland by 12 m.
Leave Garland Wednesday at 1 p. m.; arrive at Southwest by 8 p. m.

ROUTE No. 3508.

From Williamsburgh to Springfield Furnace, 8 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John G. Runk.....	\$278.
R. H. McCleave.....	220.
James Crowther.....	190. <i>Accepted April 25, 1857.</i>

Contract made with James Crowther, dated April 25, 1857, at \$190 per annum.

Leave Williamsburgh Tuesday, Thursday, and Saturday, on arrival of the mail from Spruce Creek, say at 5 p. m.; arrive at Springfield Furnace by 6 p. m.

Leave Springfield Furnace Tuesday, Thursday, and Saturday, at 3½ p. m.; arrive at Williamsburgh by 4½ p. m.

ROUTE No. 3909.

From Shippensburg to Newburgh, 7 miles, and back, six times a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$590. 000.
P. Dinan.....	489. 000.
John Shoop.....	289. 000.
Levi & John R. Deike.....	240, one-horse vehicle.
	240. No guaranty.
Josiah C. White.....	223, one and two-horse vehicle. <i>Accepted April 25, 1857.</i>
	223, two-horse vehicle. No guaranty.

Contract made with Josiah C. White, dated April 25, 1857, at \$223 per annum.

Leave Shippensburg daily, except Sunday, on arrival of the mail from Harrisburgh, say at 3½ p. m.; arrive at Newburgh by 5 p. m.

Leave Newburgh daily, except Sunday, at 1 p. m.; arrive at Shippensburg by 2½ p. m.

ROUTE No. 3510.

From Philadelphia to Easton, with branch to Doylestown, 64.30 miles, and back, daily, except Sunday, by railroad.

Contract made with the North Pennsylvania Railroad Company, dated February 19, 1857, at \$2,756 per annum, to commence April 15, 1857 and expire June 30, 1860.

Leave Philadelphia daily, except Sunday, at 6 a. m.; arrive at Easton by 9½ a. m.

Leave Easton daily, except Sunday, at 6 a. m.; arrive at Philadelphia by 9½ p. m.

ROUTE No. 3511.

From Pittsburgh to Connellsville, 60 miles, and back, daily, except Sunday, by railroad.

Contract made with the Pittsburgh & Connellsville Railroad Company, dated March 31, 1857, at \$2,400 per annum, to commence April 1, 1857, and expire June 30, 1860.

Leave Pittsburgh daily, except Sunday, at 7 a. m.; arrive at Connellsville by 11.30 a. m.

Leave Connellsville daily, except Sunday, at 1.30 p. m.; arrive at Pittsburgh by 6 p. m.

SPECIAL.

- Boquette from Salem + Roads, 4 miles, and back, once a week.
Service authorized March 18, 1857, at \$20 per annum : limited to net proceeds.
- Bethesda from Mount Nebo, $3\frac{1}{4}$ miles, and back, once a week.
Service authorized May 12, 1857, at \$50 per annum : limited to net proceeds.
- Buena Vista from Yohogany, 2 miles, and back, once a week.
Service authorized December 13, 1856, at \$50 per annum : limited to net proceeds.
- Chester Valley from Spread Eagle, 3 miles, and back, three times a week.
Service authorized May 12, 1857, at \$50 per annum : limited to net proceeds.
- Colemanville from Safe Harbor, 6 miles, and back, six times a week.
Service authorized November 11, 1856, at \$100 per annum : limited to net proceeds.
- Cressona from Schuylkill Haven, $1\frac{1}{2}$ miles, and back, once a week.
Service authorized May 22, 1857, at \$20 per annum : limited to net proceeds.
- Drakestown from Hardinsville, 6 miles and back, once a week.
Service authorized June 1, 1857, at \$30 per annum : limited to net proceeds.
- Eagleton from Farrandsville, 8 miles, and back, three times a week.
Service authorized August 4, 1857, at \$80 per annum : limited to net proceeds.
- Elder's Mills from Darlington, 4 miles, and back, once a week.
Service authorized August 15, 1856, at \$20 per annum : limited to net proceeds.
- Ercildown and McWilliamstown from Coatsville, 6 miles, and back, six times a week.
Service authorized November 18, 1856, at \$50 per annum : limited to net proceeds.
- Espeyville from North Shenango, 5 miles, and back, once a week.
Service authorized August 26, 1856, at \$30 per annum : limited to net proceeds.
- Fallston from New Brighton, $\frac{3}{4}$ mile, and back, twelve times a week.
Service authorized July 9, 1857, at \$100 per annum : limited to net proceeds.
- Gouldsborough from Stoddartsville, 5 miles, and back, once a week.
Service authorized October 25, 1856, at \$25 per annum : limited to net proceeds.
- High Lake from Equinunk, 7 miles, and back, twice a week.
Service authorized from February 27, 1857, at \$36 per annum : limited to net proceeds.
- North Centreville from Spread Eagle, 3 miles, and back, three times a week.
Service authorized April 23, 1857, at \$50 per annum : limited to net proceeds.
- Pattenburgh from Perryville, 3 miles, and back, once a week.
Service authorized March 18, 1857, at \$15 per annum : limited to net proceeds.
- Perryton from Saltsburg, 5 miles, and back, once a week.
Service authorized March 18, 1857, at \$25 per annum : limited to net proceeds.
- Stockton from Hazleton or Mauch Chunk, $2\frac{1}{2}$ miles, and back, once a week.
Service authorized March 4, 1857, at \$25 per annum : limited to net proceeds.
- Sandy Hill from Andesville, 5 miles, and back, twice a week.
Service authorized February 2, 1857, at \$50 per annum : limited to net proceeds.
- Union Deposit from Hummellstown, 5 miles and back, once a week.
Service authorized August 6, 1856, at \$30 per annum : limited to net proceeds.
- Water Cure from Rochester, 1 mile, and back, once a week.
Service authorized December 20, 1856, at \$20 per annum : limited to net proceeds.
- Woodside from Minersville, — miles, and back, once a week.
Service authorized January 10, 1857, at \$50 per annum : limited to net proceeds.

STATE OF MARYLAND.

ROUTE No. 3911.

From Washington to Rockville, 16 miles, and back, six times a week.

Bidders' names.	Sum per annum.
R. H. Dame & J. A. Hastings.....	\$798, two-horse coach.
Benjamin Cooley.....	600, two-horse coach.
Michael McDermott.....	587, two-horse coach.
Thomas Rouse.....	525, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Thomas Rouse, dated April 25, 1857, at \$525 per annum.
 Leave Washington daily, except Sunday, at 7 a. m.; arrive at Rockville by 11 a. m.
 Leave Rockville daily, except Sunday, at 1 p. m.; arrive at Washington by 6 p. m.

ROUTE No. 3912.

From Rockville to Frederick, 38 miles, and back, three time a week.

Bidders' names,	Sum per annum.
John F. Vinson.....	\$1,500, two-horse coach.
Drouenburgh & Humrickhouse..	1,100, two-horse coach; no guaranty.
Benjamin Cooley.....	1,000, two-horse coach.
Michael McDermott.....	687, two-horse coach.
Thomas Rouse.....	675, two-horse coach. <i>Accepted April 25, 1857.</i>



Contract made with Thomas Rouse, dated April 25, 1857, at \$675 per annum.
 Leave Rockville Tuesday, Thursday, and Saturday, at 12 m.; arrive at Frederick by 8 p. m.
 Leave Frederick Monday, Wednesday, and Friday, at 5 a. m.; arrive at Rockville by 1 p. m.

ROUTE No. 3992.

From Cambridge to Bridgeville, 34 miles, and back, six times a week.

Bidders' names:	Sum per annum.
Wm. H. Charles.....	\$1,995, two-horse stage, or \$2,100 to embrace Hicksburg.
Wm. Cannon.....	1,900, two-horse coach, or \$1,600 one-horse coach. No guaranty.
Robert L. Brown	1,790, two-horse coach; embrace Hicksburg. <i>Accepted April 25, 1857.</i>
Jesse Sharpe.....	1,590, two-horse stage.

Contract made with Robert L. Brown, dated April 25, 1857, at \$1,790 per annum.
 Leave Cambridge daily, except Sunday, at 7 a. m.; arrive at Bridgeville by 2 1/2 p. m.
 Leave Bridgeville daily, except Sunday, at 6 a. m.; arrive at Cambridge by 1 1/2 p. m.

ROUTE No. 3993.

From Cambridge to Buckstown, 16 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 3994.

From Federalsburgh to Drawbridge, 28 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Wm. H. Conaway.....	\$600, 000, one-horse coach, three times a week; end at Vienna.
Jacob Insley.....	696, three times a week; end at Vienna.
James H. Moore.....	585, three times a week. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract made with James H. Moore, dated April 25, 1857, at \$585 per annum.

Leave Federalsburgh Monday, Wednesday, and Friday, at 4 p. m.; arrive at Drawbridge by 10 p. m.

Leave Drawbridge Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Federalsburgh by 2 p. m.

ROUTE No. 3995.

From Cambridge to Cedar Creek, 36 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Geo. B. Foxwell.....	\$450, one-horse buggy. 600, three times a week.
P. Dinan.....	597, 000, three times a week.
Wm. Kirwan.....	500, buggy. 700, three times a week.

(Not let.)

ROUTE No. 3996.

From Princess Ann to Deal's Island, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Benson.....	\$130. <i>Accepted April 25, 1857.</i>
Wm. Windsor.....	100. Schedule changed. No guaranty.

Contract made with James Benson, dated April 25, 1857, at \$130 per annum.

Leave Princess Ann Wednesday at 6 a. m.; arrive at Deal's Island by 12 m.

Leave Deal's Island Wednesday at 2 p. m.; arrive at Princess Ann by 8 p. m.

ROUTE No. 3997.

From Princess Ann to Tyaskin, 20 miles, and back, once a week.

Bidder's name.	Sum per annum.
James Benson.....	\$130.

(Not let; unnecessary.)

ROUTE No. 3998.

From Princess Ann to Fairmount, 13 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 3999.

From Cambridge to Thoma's Store, 15 miles, and back, once a week.

Bidder's name.	Sum per annum.
Wm. H. Spedden.....	\$100, buggy. 185, twice a week. <i>Accepted April 25, 1857.</i>

Contract made with Wm. H. Spedden, dated April 25, 1857, at \$185 per annum.

Leave Cambridge Wednesday and Saturday at 8 a. m.; arrive at Thoma's Store by 12 m.

Leave Thoma's Store Wednesday and Saturday at 2 p. m.; arrive at Cambridge by 6 p. m.

ROUTE No. 4000.

From Kingston to Shelltown, 9 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 4001.

From Churchville to Perrymansville, 9 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$145.
Philip De Swan.....	360, two-horse stage, daily.

(Not let.)

ROUTE No. 4002.

From Freeland to Paper Mills, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. N. Shauck.....	\$195, three times a week ; schedule proposed.
Stephen Parrish.....	160, three times a week ; informal.
R. H. McCleave.....	149, additional service <i>pro rata</i> .
John Cross.....	148, three times a week ; schedule proposed. <i>Accepted April 25, 1857.</i>

Contract made with John Cross, dated April 25, 1857, at \$148 per annum.

Leave Freeland Tuesday, Thursday, and Saturday, at 12 m. ; arrive at Paper Mills by 2 p. m.

Leave Paper Mills Tuesday, Thursday, and Saturday, at 8 a. m. ; arrive at Freeland by 10 a. m.

ROUTE No. 4003.

From Upper Marlboro' to Friendship, 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas H. Gary.....	\$924, three times a week.
Wm. Jones.....	799, three times a week.
Sam'l Gover.....	799, 000, three times a week.
	749, 000, three times a week ; schedule proposed.
	449. 000.
R. H. McCleave.....	572, three times a week. <i>Accepted April 25, 1857.</i>

Contract made with R. H. McCleave, dated April 25, 1857, at \$572 per annum.

Leave Upper Marlboro' Tuesday, Thursday, and Saturday, at 6 a. m. ; arrive at Friendship by 11 a. m.

Leave Friendship Tuesday, Thursday, and Saturday, at 1 p. m. ; arrive at Upper Marlboro' by 6 p. m.

ROUTE No. 4004.

From Piscataway to Pomonkey, 11 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Thos. Harris.....	\$250, or \$350 three times a week ; no guaranty.
R. H. McCleave.....	377, three times a week. <i>Accepted April 25, 1857.</i>
Z. Wade, (after time).....	125, or \$175 three times a week ; no guaranty. Received April 9, 1857.

Contract made with R. H. McCleave, dated April 25, 1857, at \$377 per annum.

Leave Piscataway Tuesday, Thursday, and Saturday, say at 2 p. m. ; arrive at Pomonkey by 6 p. m.

Leave Pomonkey Monday, Wednesday, and Saturday, at 7 a. m. ; arrive at Piscataway by 11 a. m.

ROUTE No. 4005.

From Upper Marlboro' to Aquasco, 28 miles, and back, six times a week.

Bidders' names.	Sum per annum.
E. A. M. E. Brunnill.....	\$870.
George N. Orme.....	850, two-horse buggy. <i>Accepted April 25, 1857.</i>

Contract made with George N. Orme, dated April 25, 1857, at \$850 per annum.

Leave Upper Marlboro' daily, except Sunday, on arrival of mail from Washington—say at 12 m. ; arrive at Aquasco by 5 p. m.

Leave Aquasco daily, except Sunday, at 7 p. m. ; arrive at Upper Marlboro' daily, except Sunday, in time to connect with mail for Washington, say by 10 a. m.

ROUTE No. 4006.

From Horse Head to Brandywine, 5 miles, and back, three times a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
B. H. McCleave.....	\$290.
James B. Padgett.....	180.
T. F. Hyde.....	147.
R. H. Hyde.....	145. No guaranty.
John F. Davis.....	144.
E. A. M. E. Brunill.....	130.
Wm. F. Garner.....	99. Accepted April 25, 1857.

Contract made with Wm. F. Garner, dated April 25, 1857, at \$99 per annum.

Leave Horse Head daily, except Sunday, on arrival of mail from Upper Marlboro', say at 5 p. m.; arrive at Brandywine by 6 p. m.

Leave Brandywine daily, except Sunday, at 3 p. m.; arrive at Horse Head by 4 p. m.

ROUTE No. 4007.

From Graceham to Sabillisville, 9 miles, and back, three times a week.

Bidders' names.	Sum per annum.
P. Dinan.....	\$327. 000.
R. H. McCleave.....	219. Accepted April 25, 1857.

Contract made with R. H. McCleave, dated April 25, 1857, at \$219 per annum.

Leave Graceham Monday, Wednesday, and Friday, on arrival of the mail from Frederick, say at 5 p. m.; arrive at Sabillisville by 7 p. m.

Leave Sabillisville Monday, Wednesday, and Friday, at 2 p. m.; arrive at Graceham by 4 p. m.

ROUTE No. 4008.

From Hicksburgh to Vienna, 10 miles, and back, three times a week.

Contract made with Wm. W. Henry, dated May 7, 1857, at \$150 per annum; to commence April 22, 1857, and expire June 30, 1860.

Leave Hicksburgh Monday, Wednesday, and Friday, on arrival of the mail from Cambridge, say at 8 a. m.; arrive at Vienna by 10 a. m.

Leave Vienna Monday, Wednesday, and Friday at 10½ a. m.; arrive at Hicksburgh by 1 p. m.

ROUTE No. 4009.

From Allen's Fresh to Tompkinsville, 10 miles, and back, twice a week.

Contract negotiated and made with James T. Dutton, dated September 10, 1857, at \$80 per annum; to commence July 1, 1857, and expire June 30, 1860.

(Schedule not reported.)

ROUTE No. 4010.

From Cockeysville to Black Rock, 12 miles, and back, twice a week.

Temporary contract negotiated and made with William Underwood, dated May 28, 1857, at \$150 per annum; to commence June 1, 1857, and expire June 30, 1858.

Leave Cockeysville Wednesday and Saturday, say at 9½ a. m.; arrive at Black Rock by 12 m.

Leave Black Rock Wednesday and Saturday at 2½ p. m.; arrive at Cockeysville by 5 p. m.

SPECIAL.

Long Green Valley from Fork Meeting House, 4 miles, and back, once a week.

Service authorized April 23, 1857, at \$30 per annum: limited to net proceeds.

Simpsonville from Ellicott's Mills, 8 miles, and back, once a week.

Service authorized November 25, 1856, at \$50 per annum: limited to net proceeds.

STATE OF OHIO.

(From July 1, 1857, to June 30, 1860.)

ROUTE No. 9410.

From Leipsic to Pleasant, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$295.
Daniel A. Baker	248.
	124, end at Pleasant; schedule proposed. <i>Accepted April 25, 1857.</i>
<i>After time.</i>	
Joseph B. Armstrong	290. (Received April 9, 1857.)
John Sheakley	198. (Received April 9, 1857.)

Contract made with Daniel A. Baker, dated April 25, 1857, at \$124 per annum.
 Leave Leipsic Friday at 6 a. m.; arrive at Pleasant by 10 a. m.
 Leave Pleasant Friday at 11 a. m.; arrive at Leipsic by 3 p. m.

ROUTE No. 9411.

From Marysville to Boke's Creek, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Charles L. Olive	\$260.
R. H. McCleave	210.
Daniel A. Baker	124.
Edmund Turner	98. <i>Accepted April 25, 1857.</i>
William D. Mitchell	85.

Contract made with Edmund Turner, dated April 25, 1857, at \$98 per annum.
 Leave Marysville Saturday at 8 a. m.; arrive at Boke's Creek by 12 m.
 Leave Boke's Creek Saturday at 1 p. m.; arrive at Marysville by 5 p. m.

ROUTE No. 9412.

From Dayton to Centre, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$225.
Daniel A. Baker	178.
Samuel Arnold	125.

(Not let; unnecessary.)

ROUTE No. 9413.

From Gallipolis to Quaker Bottom, 35½ miles, and back, once a week.

Bidders' names.	Sum per annum.
James Blackwood	\$450.
R. H. McCleave	380.
James Gould	248. <i>Accepted April 25, 1857.</i>
John Pedan	350.
Elisha Hobbs	300.

Contract made with James Gould, dated April 25, 1857, at \$248 per annum.
 Leave Gallipolis Friday at 7 a. m.; arrive at Quaker Bottom by 7 p. m.
 Leave Quaker Bottom Saturday at 7 a. m.; arrive at Gallipolis by 7 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 9414.

From Oak Hill to Pomeroy, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
H. S. French	\$573, two-horse coach six months.
Archibald Murray	475.
James Blackwood	400. <i>Accepted April 25, 1857.</i>
R. H. McCleave	430.
Marcus E. Holman	400.
	600, two-horse hack.
Contract made with James Blackwood, dated April 25, 1857, at \$400 per annum.	
Leave Oak Hill Saturday at 6 a. m.; arrive at Pomeroy by 8 p. m.	
Leave Pomeroy Friday at 6 a. m.; arrive at Oak Hill by 8 p. m.	

ROUTE No. 9415.

From Harrisville to Wilkesville, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$200.
James Blackwood	160.
Daniel Graves	156.
Jacob Davis	120.
John Pedan	97. <i>Accepted April 25, 1857.</i>
Henry Davis	98. No guaranty.

Contract made with John Pedan, dated April 25, 1857, at \$97 per annum.
 Leave Harrisville Friday at 1 p. m.; arrive at Wilkesville by 4 p. m.
 Leave Wilkesville Friday at 9 a. m.; arrive at Harrisville by 12 m.

ROUTE No. 9416.

From Lee to Berlin Cross Roads, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Earhart	\$448 00, and embrace No. 9425
R. H. McCleave	320 00, and embrace No. 9425.
James Blackwood	248 00.
William A. McClellan	200 25; or
	400 00, and embrace No. 9425.
Elias P. Davis	200 00; or
	390 00, and embrace No. 9425.

(Unnecessary.)

ROUTE No. 9417.

From Pomeroy to Belpre, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
James F. Holden	\$1,860, six times a week; end at Belpre.
James Blackwood	1,860, six times a week; end at Belpre.
J. T. Ainsworth	1,800, two-horse hack, six times a week.
Thompson & Blackwood	1,594, six times a week.
	994, two-horse hack.
James F. Holden	930, six times a week, Coolville to Belpre.
	400.
R. H. McCleave	900, 000; or
	20 per mile for three times a week service.
Archibald Murray	468, horse or hack.
James Blackwood	375.
William Brown	249.
	1,400, six times a week; end at Belpre. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

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Contract made with William Brown, dated April 25, 1857, at \$1,400 per annum.
 Leave Pomeroy daily, except Sunday, at 6 a. m.; arrive at Belpre by 6 p. m.
 Leave Belpre daily, except Sunday, at 6 a. m.; arrive at Pomeroy by 6 p. m.

ROUTE No. 9418.

From Kinsman's to Jefferson, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel B. Crowell.....	\$297, one-horse buggy.
R. H. McCleave	295.
L. C. Perkins	250.
	175, end at Lindenville.
	250.
Daniel A. Baker.....	224.
	198, twice a week; end at Lindenville. Schedule changed.

(Not necessary.)

ROUTE No. 9419.

From New Philadelphia to Millersburg, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Tillett	\$375 00.
Samuel Young	273 00, rest at Millersburg.
R. H. McCleave	340 00.
D. A. Baker	254 00.
George W. Crites.....	249 50.
Lamon Sedle.....	320 00, rest at Millersburg.
Jacob Minser.....	190 00, rest at Millersburg.
Jacob Bodenhamer.....	182 00. <i>Accepted April 25, 1857.</i>
Aaron Schenck, (after time)....	325 00. <i>(Received April 2, 1857.)</i>

Contract made with Jacob Bodenhamer, dated April 25, 1857, at \$182 per annum.
 Leave New Philadelphia Saturday at 7 a. m.; arrive at Millersburg by 6 p. m.
 Leave Millersburg Friday at 7 a. m.; arrive at New Philadelphia by 6 p. m.

ROUTE No. 9420.

From Milton to Braceville, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$140.
Daniel A. Baker.....	78.

(Not let.)

ROUTE No. 9421.

From Canton to Akron, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$300.
Daniel A. Baker.....	232.
William Barber	193.
John Buckins	165.
J. T. Ainsworth.....	164. 000. <i>Accepted April 25, 1857.</i>

Contract made with J. T. Ainsworth, dated April 25, 1857, at \$164 per annum.
 Leave Canton Saturday at 8 a. m.; arrive at Akron by 4 p. m.
 Leave Akron Friday at 8 a. m.; arrive at Canton by 4 p. m.

ROUTE No. 9422.

From New London to Centreton, 20 miles, and back, once a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
J. C. Allen	\$860, daily, two-horse hack.
Francis Rogers	845, two-horse hack.
Hiram Knapp	800, 000, two-horse coach, daily or six times a week.
S. B. Robbins	800. 000.
Simon S. Knowlton	775, 000, six times a week.
Hiram Knapp	769, 000, six times a week.
Daniel A. Baker	748, 000, six times a week.
Philip D. Green	700, two-horse covered carriage, daily.
Almon Barnes	550, 000, three times a week.
	900, 000, daily.
J. T. Ainsworth	500, two-horse hack, three times a week.
Daniel A. Baker	398, 000, three times a week. <i>Accepted April 25, 1857.</i>
	168, 000.

Contract made with Daniel A. Baker, dated April 25, 1857, at \$398 per annum.

Leave New London Monday, Wednesday, and Friday, at 7 a. m.; arrive at Centreton by 12 m.

Leave Centreton Monday, Wednesday, and Friday, at 1 p. m.; arrive at New London by 6 p. m.

ROUTE No. 9423.

From Cambridge to Dresden, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
Israel Messer	\$499. No guaranty.
James Tillett	350.
B. H. McCleave	340.
Daniel A. Baker	258.
Wm. B. Ambler	244.
Moses Woodburn	230.
Hiram Moorehead	200. No guaranty.
Nathaniel Neelands	199.
Josiah Patterson	175. <i>Accepted April 25, 1857.</i>

Contract made with Josiah Patterson, dated April 25, 1857, at \$175 per annum.

Leave Cambridge Friday at 8 a. m.; arrive at Dresden by 6 p. m.

Leave Dresden Saturday at 8 a. m.; arrive at Cambridge by 6 p. m.

ROUTE No. 9424.

From Sunfish to Woodsfield, 18 miles, and back, once a week.

Bidder's name.	Sum per annum.
B. H. McCleave	\$270.

(Not let.)

ROUTE No. 9425.

From Lee to Berlin & Roads, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Earhart	\$448 00, and embrace No. 9416.
Thompson & Blackwood	384 00.
James Blackwood	248 00.
B. H. McCleave	320 00, for this and No. 9416.
Elias P. Davis	200 00; or <i>[Accepted April 25, 1857.]</i>
	390 00, and embrace No. 9416.
Aaron Rutherford	208 00.
Wm. A. McClellan	200 50; or
	400 00, and embrace No. 9416.

Contract made with Elias P. Davis, dated April 25, 1857, at \$200 per annum.
 Leave Lee Friday at 7 a. m.; arrive at Berlin \times Roads by 5 p. m.
 Leave Berlin \times Roads Saturday at 7 a. m.; arrive at Lee by 5 p. m.

SPECIAL ROUTES IN OHIO.

Arcadia from Fostoria, 6 miles, and back, once a week.
 Service authorized January 3, 1857, at \$24 per annum : limited, &c.
 Beamsville from Edon, $2\frac{1}{2}$ miles, and back, twice a week.
 Service authorized November 15, 1857, at \$25 per annum : limited, &c.
 Bloody Eagle from De La Palma, 3 miles, and back, once a week.
 Service authorized June 8, 1857, at \$54 per annum : limited, &c.
 Big Plain from London, 9 miles, and back, once a week.
 Service authorized June 27, 1857, at \$45 per annum : limited, &c.
 Catawba from Station, 5 miles, and back, twice a week.
 Service authorized July 15, 1857, at \$60 per annum : limited, &c.
 Centre Village from Van's Valley, $3\frac{1}{2}$ miles, and back, once a week.
 Service authorized at \$15 per annum : limited, &c.
 Cold Spring from Cadis, 6 miles, and back, once a week.
 Service authorized July 23, 1857, at \$30 per annum : limited, &c.
 Deer Creek from Williamsport, 5 miles, and back, once a week.
 Service authorized December 4, 1856, at \$25 per annum : limited, &c.
 El Dorado from New Paris, 8 miles, and back, once a week.
 Service authorized July 29, 1856, at \$40 per annum : limited, &c.
 Liverpool from Grafton, $4\frac{1}{2}$ miles, and back, twice a week.
 Service authorized July 15, 1856, at \$75 per annum : limited, &c.
 Likens from Broken Sword, 4 miles, and back, once a week.
 Service authorized March 20, 1857, at \$25 per annum : limited, &c.
 Marcy from Lithopolis, 5 miles, and back, once a week.
 Service authorized August 22, 1857, at \$30 per annum : limited, &c.
 Mooresville from Chillicothe, — miles, and back, once a week.
 Service authorized May 25, 1857, at \$36 per annum : limited, &c.
 Powell from Orange Station, 5 miles, and back, once a week.
 Service authorized April 11, 1857, at \$30 per annum : limited, &c.
 Rapids from Hiram, 3 miles, and back, once a week.
 Service authorized July 15, 1856, at \$15 per annum : limited, &c.
 Storms from Cincinnati, $2\frac{1}{2}$ miles, and back, three times a week.
 Service authorized April 11, 1857, at \$25 per annum : limited, &c.
 Warrensville and Barry from Chagrin Falls, 9 miles, and back, three times a week.
 Service authorized September 26, 1856, at \$100 per annum : limited, &c.
 White Oak from Duff's Fork, 4 miles, and back, once a week.
 Service authorized June 1, 1857, at \$25 per annum : limited, &c.

STATE OF VIRGINIA.

ROUTE No. 4801.

From Washington to Richmond, 131 miles, twice daily, and back.

A contract ordered with the Richmond and Potomac Railroad Company, May 21, 1857, at \$19,650 per annum : to expire June 30, 1859.

Leave Washington daily at 6 a. m. and 7 p. m.; arrive at Richmond by 2 p. m. and 4 a. m.

Leave Richmond daily at 8 p. m. and 7 a. m.; arrive at Washington by 5 a. m. and 4 p. m.

ROUTE No. 4809.

From Locust Grove to Danielsville, 9 miles, and back, twice a week.

Contract transferred from John T. Morris to Charles H. Bradshaw, September 16, 1856, at \$100 per annum : to expire June 30, 1859.

Leave Locust Grove Tuesday and Saturday at 3 p. m.; arrive at Danielsville by 6 p. m.

Leave Danielsville Tuesday and Saturday at 12 m.; arrive at Locust Grove by 3 p. m.

Service discontinued and contract annulled February 1, 1857.

ROUTE No. 4810.

From Todd's to Locust Grove, 14 miles, and back, twice a week.

Contract transferred from John H. Hatch, October 24, 1856, to C. H. Bradshaw, at \$180 per annum : to expire June 30, 1859.

Leave Todd's Tuesday and Saturday at 9 a. m.; arrive at Locust Grove by 1 p. m.

Leave Locust Grove Tuesday and Saturday at 1½ p. m.; arrive at Todd's by 6 p. m.

ROUTE No. 4835.

From Union Mills to Centreville, 5 miles, and back, three times a week.

Contract transferred from Richard D. Vowles to John W. Brumajim June 28, 1856 : from July 1, 1856, to June 30, 1859, at \$124 per annum.

Leave Union Mills Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Centreville by 9½ a. m.

Leave Centreville Tuesday, Thursday, and Saturday, at 10½ a. m.; arrive at Union Mills by 12 m.

ROUTE No. 4839.

From Catlett to Somerville, 12 miles, and back, three times a week.

Contractor having died, contract made with his widow May 11, 1857 : from March 6, 1857, to June 30, 1859, at \$165 per annum.

Leave Catlett Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Somerville by 1 p. m.

Leave Somerville Tuesday, Thursday, and Saturday, at 1½ p. m.; arrive at Catlett by 5 p. m.

ROUTE No. 4857.

From Bristol to Blountsville, 9½ miles, and back, daily, except Sunday.

Contract transferred from Kent & Summerson November 12, 1856 : from October 1, 1856, to June 30, 1859, at \$387 per annum.

Leave Bristol daily, except Sunday, at 4 a. m.; arrive at Blountsville by 7 a. m.

Leave Blountsville daily, except Sunday, at 3½ p. m.; arrive at Bristol by 6½ p. m.

Service discontinued and contract annulled November 12, 1857.

ROUTE No. 4858.

From Wilson's Depot to Crimea, 6 miles, and back, three times a week.

Contract ordered with Wm. C. Smithson July 5, 1856 : from July 1, 1856, to June 30, 1859, at \$100 per annum.

Leave Wilson's Depot Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Crimea by ½ p. m.

Leave Crimea Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Wilson's Depot by 3 p. m.

ROUTE No. 4862.

From Farmville to Pemberton, 38 miles, and back, three times a week.

Contract transferred from R. W. Elsom, May 25, 1857, to Wm. P. Seay, at \$792 per annum : from July 1, 1857, to June 30, 1859.

Leave Farmville Monday, Wednesday, and Friday, at 9 a. m.; arrive at Pemberton by 6 p. m.

Leave Pemberton Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Farmville by 3 p. m.

ROUTE No. 4871.

From Buford's to Pattonsburg, 15 miles, and back, six times a week.

Contract transferred from Paschal Buford to Kent, Ficklin & Peyton April 25, 1857 : from April 1, 1857, to June 30, 1859, at \$550, four-horse coach.

Leave Buford's daily, except Sunday, at 4 p. m.; arrive at Pattonsburg by 8 p. m.

Leave Pattonsburg daily, except Sunday, at 5 a. m.; arrive at Buford's by 9 a. m.

ROUTE No. 4933.

From Kanawha Court-House to Jackson Court-House, 40 miles, and back, twice a week.

Contract transferred from John A. Bonnett to A. Dilworth April 25, 1857 : from April 1, 1857, to June 30, 1859, at \$238 per annum.

Leave Kanawha Court-House Wednesday and Sunday at 4 a. m.; arrive at Jackson Court-House by 8 p. m.

Leave Jackson Court-House Tuesday and Saturday at 4 a. m.; arrive at Kanawha Court-House by 8 p. m.

ROUTE No. 4952.

From Tappahannock to Gloucester Court-House, 69 miles, and back, twice a week.

Contract transferred from Thomas Lewis to Robert H. Stiff March 13, 1857 : from January 1, 1857, to June 30, 1859, at \$625 per annum.

Leave Tappahannock Wednesday and Saturday at 4 a. m.; arrive at Gloucester Court-House next days by 10 a. m.

Leave Gloucester Court-House Monday and Thursday at 11 a. m.; arrive at Tappahannock next days by 4 p. m.

ROUTE No. 5117.

From Huntersville to Huntersville, 53 miles, and back, once a week.

Contract transferred from John A. Holden June 18, 1857, to P. A. Tolley : from July 1, 1857, to June 30, 1859, at \$194.

Leave Huntersville Tuesday at 7 a. m.; arrive at Huntersville next day by 1 p. m.

Leave Huntersville Wednesday at 1½ p. m.; arrive at Huntersville next day by 8 p. m.

ROUTE No. 5126.

From Weston to Phillippa, 32 miles, and back, once a week.

Contract transferred from John A. Deal to Oliver Alkine September 16, 1856: from October 1, 1856, to June 30, 1859, at \$145 per annum.

Leave Weston Tuesday at 8 a. m.; arrive at Phillippa by 4 p. m.

Leave Phillippa Wednesday at 8 a. m.; arrive at Weston by 4 p. m.

ROUTE No. 5185.

From Floyd C. H. to Hillsville, 33½ miles, and back, once a week.

Contract transferred from W. L. Tipton to Gordon C. Earls October 24, 1856 : to commence January 1, 1857, to expire June 30, 1859, at \$156 per annum.

Leave Floyd C. H. Sunday at 7 a. m.; arrive at Hillsville same day by 6 p. m.

Leave Hillsville Monday at 7 a. m.; arrive at Floyd C. H. same day by 6 p. m.

ROUTE No. 5191.

From Abingdon to Lebanon, 21 miles, and back, three times a week.

Contract transferred from D. C. & J. H. Dunn to D. C. Dunn April 4, 1857: from April 1, 1857, to June 30, 1859, at \$500 ; two-horse hack.

CONTRACTS FOR CARRYING THE MAILS.

Leave Abingdon Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Lebanon by 3 p. m.

Leave Lebanon Monday, Wednesday, and Friday, at 8 a. m.; arrive at Abingdon by 3 p. m.

ROUTE No. 5216.

From Petersburg to Franklin Depot, 75 miles, and back, twice a week.

Contract transferred from W. C. Nelson to J. T. Sturghes July 29, 1857: from July 1, 1857, to June 30, 1859, at \$650.

Leave Petersburg Wednesday and Saturday at 6 a. m.; arrive at Franklin Depot Thursday and Monday by 12 m.

Leave Franklin Depot Monday and Thursday at 1 p. m.; arrive at Petersburg next days by 7 p. m.

ROUTE No. 5233.

From Prilliman's to Martinsville, 22 miles, and back, once a week.

Contract ordered with D. P. Standley, at \$101 per annum, July 23, 1856: from August 1, 1856, to June 30, 1859.

Leave Prilliman's Monday at 6 a. m.; arrive at Martinsville next day by 12 m.

Leave Martinsville Monday at $\frac{1}{2}$ p. m.; arrive at Prilliman's same day by $7\frac{1}{2}$ p. m.

ROUTE No. 5270.

(Advertised February 20, 1857.)

From Morgantown to Kingwood, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. L. Nye & B. F. Smith.....	\$400.
R. H. McCleave.....	290.
Moses Kinkaid.....	274.
Jesse Hall.....	248.
John R. Stone.....	239.
Elijah Shafer.....	238. Schedule reversed.
A. B. Meneard.....	220. Schedule reversed.
Brandon & Faucett.....	197. Schedule reversed.
Jacob Basnet.....	196. Schedule reversed.
James M. Shank.....	196.
John J. Pierpoint.....	190. Accepted April 25, 1857.

Contract made with John J. Pierpoint, dated April 25, 1857: from July 1, 1857, to June 30, 1859.

Leave Morgantown Friday at 7 a. m.; arrive at Kingwood same day by 6 p. m.

Leave Kingwood Saturday at 7 a. m.; arrive at Morgantown same day by 6 p. m.

ROUTE No. 5271.

From Central Plains to Seven Islands, 6 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 5272.

From Boggsville to Burning Spring, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$180 00.
M. D. W. Boggs.....	69 00.
A. A. Grant.....	65 00.
H. Petty.....	54 95.
William B. Vandal.....	49 00. Accepted April 25, 1857.

Contract made with William B. Vandal, dated April 25, 1857: from July 1, 1857, to June 30, 1859.

Leave Boggsville Thursday at 7 a. m.; arrive at Burning Spring by 11 a. m.

Leave Burning Spring Thursday at 12 m.; arrive at Boggsville by 4 p. m.

ROUTE No. 5273.

From West Milford to Oxford, 37 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert H. McCleave	\$290.
John Starr	197. <i>Accepted April 25, 1857.</i>

Contract made with John Starr, dated April 25, 1857: from July 1, 1857, to June 30, 1859.
 Leave West Milford Wednesday at 6 a. m.; arrive at Oxford same day by 7 p. m.
 Leave Oxford Tuesday at 6 a. m.; arrive at West Milford same day by 7 p. m.

ROUTE No. 5274.

From Goshen Bridge to Cowpasture, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
Josiah Goodlove	\$350.
Robert H. McCleave	220.
(Not let.)	

ROUTE No. 5275.

From Rock Creek to Tazewell C. H., 100 miles, and back, once a week.

Bidder's name.	Sum per annum.
Richard R. Peery	\$1,000.
(Not let.)	

ROUTE No. 5276.

From Coleman's Store to Wirt C. H., 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert H. McCleave	\$280.
Nelson C. White, (after time) ..	200.
Josiah Wells	190.
William C. Wells	148. <i>Accepted April 25, 1857.</i>

Contract made with William C. Wells, dated April 25, 1857: from July 1, 1857, to June 30, 1859.

ROUTE No. 5277.

From Pennsborough to North Bend Mills, 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert H. McCleave	\$225.
John Starr	98.
Michael Hallam	75.
John B. Hallam	76.
George Haddox	65.
(Not let.)	

ROUTE No. 5278.

From Middlebourne to New Martinsville, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert H. McCleave	\$230.
William Huff	84. <i>Accepted April 25, 1857.</i>

Contract made with William Huff, dated April 25, 1857: from July 1, 1857, to June 30, 1859.

Leave Middlebourne Saturday at 12 m.; arrive at New Martinsville, by 4 p. m.
 Leave New Martinsville Saturday at 7 a. m.; arrive at Middlebourne by 11 a. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 5279.

From Jackson C. H. to Walton, 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$349.
P. C. Harnmack.....	244.
Samuel E. Lewis.....	193.
Benjamin Rollins.....	154.
William Johns.....	120. <i>Accepted April 25, 1857.</i>

Contract made with William Johns, dated April 25, 1857: from July 1, 1857, to June 30, 1859.

Leave Jackson C. H. Friday at 7 a. m.; arrive at Walton by 6 p. m.

Leave Walton Saturday at 7 a. m.; arrive at Jackson C. H. by 6 p. m.

ROUTE No. 5280.

From Langley to Fairfax C. H., 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
F. H. Janney	\$450.
	500, for three times a week service.
Burr W. Means.....	248.
Robert H. McCleave.....	210.
F. H. Janney	148.
	296.
Charles Robey.....	130.
Burr W. Means.....	98. <i>Accepted April 25, 1857.</i>

Contract made with Burr W. Means, dated April 25, 1857: from July 1, 1857, to June 30, 1859.

Leave Langley Saturday at 8 a. m.; arrive at Fairfax C. H. by 12 m.

Leave Fairfax C. H. Saturday at 1 p. m.; arrive at Langley by 5 p. m.

ROUTE No. 5281.

From Sweet Springs to Stephen Hook's, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$298.
Richard D. White.....	200.

(Not let.)

ROUTE No. 5282.

From Catawba to Sinking Creek, 15 miles, and back, once a week.

Bidder's name.	Sum per annum.
Samuel Walker.....	\$144. <i>Accepted April 25, 1857.</i>

Contract made with Samuel Walker, dated April 25, 1857: from July 1, 1857, to June 30, 1859.

Leave Catawba Saturday at 12 m.; arrive at Sinking Creek by 5 p. m.

Leave Sinking Creek Saturday at 6 a. m.; arrive at Catawba by 11 a. m.

ROUTE No. 5283.

From Central Depot to Laurel Creek, 20 miles, and back, once a week.

Bidder's name.	Sum per annum.
Esom Huff.....	\$175. <i>Accepted April 25, 1857.</i>

Contract made with Esom Huff, dated April 25, 1857: from July 1, 1857, to June 30, 1859.

Leave Central Depot Monday at 1 p. m.; arrive at Laurel Creek by 7 p. m.

Leave Laurel Creek Monday at 6 a. m.; arrive at Central Depot by 12 m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 5284.

From Madison to Horsepasture, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. P. Hunnicutt	\$450.
Boker & McQuill	250.
John Stoops	190.
David Farley	175. <i>Accepted April 25, 1857.</i>

Contract made with David Farley, dated April 25, 1857: from July 1, 1857, to June 30, 1859.

Leave Madison Saturday at 6 a. m.; arrive at Horsepasture by 12 m.
Leave Horsepasture Saturday at 1 p. m.; arrive at Madison by 7 p. m.

ROUTE No. 5285.

From Martinsville to Patrick C. H., 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
David Farley	\$300.
John Stoops	200.
(After time.)	
A. W. Bowling	164.
W. W. Bowling	150.

(Not let.)

ROUTE No. 5286.

From Elamsville to Rocky Mount, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas Lancaster	\$400.
David Farley	300.
Luke Guillam	235.
John Stoops	200.
J. W. Elgin	196.
Barnes Carter	145. <i>Accepted April 25, 1857.</i>

Contract made with Barnes Carter, dated April 25, 1857: from July 1, 1857, to June 30, 1859.

Leave Elamsville Tuesday at 7 a. m.; arrive at Rocky Mount by 6 p. m.
Leave Rocky Mount Wednesday at 7 a. m.; arrive at Elamsville by 6 p. m.

ROUTE No. 5287.

From Leatherwood's Store to Shady Grove, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
David Farley	\$100.
John Stoops	75.

(Not let.)

ROUTE No. 5288.

From News Ferry to Chalk Level, 36 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. P. Hunnicutt	\$694. 000.
J. D. Moore	595, once a week. 823, twice a week.
Porter Flagg	497, 000, once a week.
John H. James	797, twice a week. 400. <i>Accepted April 25, 1857.</i>

Contract made with John H. James, dated April 25, 1857 : from July 1, 1857, to June 30, 1859.

Leave News Ferry Tuesday and Friday at 4 p. m.; arrive at Chalk Level next days by 3 p. m.

Leave Chalk Level Wednesday and Saturday at 4 p. m.; arrive at News Ferry next days by 3 p. m.

ROUTE No. 5289.

From Appomattox Depot to Bent Creek, 18½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
P. R. Martin.....	\$100 00, once a week.
Marshall Jones.....	196 50. <i>Accepted April 25, 1857.</i>

Contract made with Marshall Jones, dated April 25, 1857 : from July 1, 1857, to June 30, 1859.

Leave Appomattox Depot Wednesday and Saturday at 1 p. m.; arrive at Bent Creek same days by 6 p. m.

Leave Bent Creek Wednesday and Saturday at 7 a. m.; arrive at Appomattox Depot by 12 m.

ROUTE No. 5290.

From Amherst C. H. to Big Island, 28½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert H. McCleave	\$320 00.
John S. Kyle	266 66. <i>Accepted April 25, 1857.</i>

Contract made with John S. Kyle, dated April 25, 1857 : from July 1, 1857, to June 30, 1859.

Leave Amherst C. H. Wednesday at 7 a. m.; arrive at Big Island by 5 p. m.

Leave Big Island Thursday at 7 a. m.; arrive at Amherst C. H. by 5 p. m.

ROUTE No. 5291.

From Jetersville to Cumberland C. H., 23 miles, and back, once a week.
(No bidders; not let.)

ROUTE No. 5292.

From Chapmansville to Wayne C. H., 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. Boothe	\$300 00.
E. Adkins	295 00.
W. Adkins, jr.....	244 50.
Samuel Vannatler	219 50.
Daniel Stephenson.....	200 00.
(Not let.)	

ROUTE No. 5293.

From Lovely Mount to Indian Valley, 23 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas Lancaster	\$400.
William Nuby.....	250.
Gordon C. Earles.....	245.
Luke Cox.....	147. <i>Accepted April 25, 1857.</i>

Contract made with Luke Cox, dated April 25, 1857 : from July 1, 1857, to June 30, 1859.

Leave Lovely Mount Wednesday at 1 p. m.; arrive at Indian Valley by 8 p. m.

Leave Indian Valley Wednesday at 5 a. m.; arrive at Lovely Mount by 12 m.

ROUTE No. 5294.

From Campbell C. H. to Concord Depot, 9 miles, and back, daily, except Sunday.

Bidders' names.	Sum per annum.
S. D. Watkins	\$600.
George D. Moone.....	566.
W. J. Patrick.....	446. 000.
John Harden	320.
James P. Wilson.....	300. 000.
George W. Staples.....	124. <i>Accepted April 25, 1857.</i>

Contract made with George W. Staples, dated April 25, 1857: from July 1, 1857, to June 30, 1859.

Leave Campbell C. H. daily, except Sunday, at 7 p. m.; arrive at Concord Depot by 10 p. m.

Leave Concord Depot daily, except Sunday, at 1 p. m.; arrive at Campbell C. H. by 4 p. m.

ROUTE No. 5295.

From Lynchburg to Pittsylvania C. H., 53 miles, and back, three times a week.

Bidders' names.	Sum per annum.
George D. Moone.....	\$1,459.
D. F. Harvey	920.
D. Oliver.....	900.
W. J. Patrick.....	790, twice a week.
	945, three times a week.
H. C. Wade.....	749, horse; or
	850, horse and buggy.
John T. Moffett.....	599. <i>Accepted April 25, 1857.</i>

Contract made with John T. Moffett, dated April 25, 1857: from July 1, 1857, to June 30, 1859.

Leave Lynchburg Sunday, Tuesday, and Thursday, at 4 a. m.; arrive at Pittsylvania C. H. by 8 p. m.

Leave Pittsylvania C. H. Monday, Wednesday, and Friday, at 4 a. m.; arrive at Lynchburg by 8 p. m.

ROUTE No. 5296.

From Pittsylvania Court-House to Danville, 20 miles, and back, six times a week.

Bidders' names.	Sum per annum.
William J. Patrick.....	\$635. 000.
George D. Moone.....	543.
D. F. Harvey.....	464.
A. G. Walters.....	397. <i>Accepted April 25, 1857.</i>

Contract made with A. G. Walters, dated April 25, 1857: from July 1, 1857, to June 30, 1859.

Leave Pittsylvania Court-House daily, except Sunday, at 2 p. m.; arrive at Danville by 8 p. m.

Leave Danville daily, except Sunday, at 7½ a. m.; arrive at Pittsylvania Court-House by 1½ p. m.

ROUTE No. 5297.

From Shawsville to Simpson's, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas Lancaster.....	\$300.
John Stoops.....	120. <i>Accepted April 25, 1857.</i>

Contract made with John Stoops, dated April 25, 1857, from July 1, 1857, to June 30, 1859.

Leave Shawsville Wednesday at 3 p. m.; arrive at Simpson's by 8 p. m.

Leave Simpson's Wednesday at 6 a. m.; arrive at Shawsville by 11 a. m.

[This service commences from date of authority, and terminates June 30, 1859.]

SPECIAL SERVICE FOR VIRGINIA.

Eggleston's Springs from Pembroke, 5 miles, and back, once a week.
Service authorized June 27, 1857, at \$100: limited to net proceeds.

Pride's Church from Deatonville, 3 miles, and back, twice a week.
Service authorized April 23, 1857, at \$30: limited to net proceeds.

Shelton's Spring from Clarksville, 8 miles, and back.
Service authorized June 27, 1857, at \$150: limited to net proceeds.

Summerdean from Pond Gap, 8 miles, and back, once a week.
Service authorized October 24, 1856, at \$40: limited to net proceeds.

Masontown from Springdale, 5½ miles, and back, once a week.
Service authorized August 9, 1856, at \$40: limited to net proceeds.

Rockbridge Baths from Cedar Grove Mills, 3½ miles, and back, once a week.
Service authorized September 3, 1856, at \$24: limited to net proceeds.

Breckenridge from Leatherwood's Store, 7 miles, and back, once a week.
Service authorized October 4, 1856, at \$50: limited to net proceeds.

Staffordsville from Poplar Hill, — miles, and back, once a week.
Service authorized October 4, 1856, at \$40: limited to net proceeds.

Grass Run from Overhill and Queen's Mills, — miles, and back, once a week.
Service authorized May 25, 1857, at \$15: limited to net proceeds.

West Point from Lanesville, 15 miles, and back, once a week.
Service authorized June 3, 1857, at \$75: limited to net proceeds.

Stafford's Store from Bellefair Mills, 6 miles, and back, once a week.
Service authorized June 13, 1857, at \$30: limited to net proceeds.

STATE OF NORTH CAROLINA.

ROUTE No. 5603.

From Garysburg to Plymouth, 72 miles, and back, three times a week.

Contract was transferred from Abram Holder to George R. and John Parker, from February 11, 1857, at \$1,175 per annum, to June 30, 1859.

Leave Garysburg Monday, Wednesday, and Friday, at 3 a. m.; arrive at Plymouth same days by 8 p. m.

Leave Plymouth Tuesday, Thursday, and Saturday, at 3 a. m.; arrive at Garysburg same days by 8 p. m.

ROUTE No. 5604.

From Enfield to Hamilton, 37 miles, and back, three times a week.

Contractor Enoch Jones having abandoned the service, contract ordered with Johnson M. Morrisett, December 20, 1856, at \$694 per annum, to June 30, 1859.

Leave Enfield Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Hamilton same days by 9 p. m.

Leave Hamilton Monday, Wednesday, and Friday, at 4 a. m.; arrive at Enfield same days by 12 m.

ROUTE No. 5635.

From Woodville to Durant's Neck, 6 miles, and back, three times a week.

Contractor James B. White having died, contract ordered with Alexis A. Perry, October 21, 1856, at \$98 per annum, to June 30, 1859.

Leave Woodville Monday, Wednesday, and Friday, at 10½ a. m.; arrive at Durant's Neck same days by 12 m.

Leave Durant's Neck Monday, Wednesday, and Friday, at 8½ a. m.; arrive at Woodville same days by 10 a. m.

ROUTE No. 5648.

From Nixonton to Elizabeth City, 13 miles, and back, three times a week.

Contractor Joseph J. Burges having abandoned the service, contract ordered with Andrew L. Pendleton, January 17, 1857, at \$138 per annum, to June 30, 1859.

Leave Nixonton Monday, Wednesday, and Friday, at 8 a. m.; arrive at Elizabeth City same days by 1 p. m.

Leave Elizabeth City Monday, Wednesday, and Friday, at 2 p. m.; arrive at Nixonton same days by 6 p. m.

ROUTE No. 5672.

From Clarksville Junction to Clarksville, 22 miles, and back, daily, except Sunday.

Contract ordered with the Roanoke Valley Railroad Company, (L. E. Finch, president,) May 15, 1857, at \$942 86 per annum, to June 30, 1859.

Leave Clarksville Junction daily, except Sunday, at 4 p. m.; arrive at Clarksville same day by 5½ p. m.

Leave Clarksville daily, except Sunday, at 9 a. m.; arrive at Clarksville Junction same day by 10¼ a. m.

ROUTE No. 5684.

From Nahunta to Eagle Rock, 41 miles, and back, once a week.

Contract transferred from Wm. H. Lee to Wm. Lee, May 7, 1857, at \$245 per annum, to June 30, 1859.

Leave Nahunta Saturday at 7 a. m.; arrive at Eagle Rock same day by 7 p. m.

Leave Eagle Rock Friday at 7 a. m., arrive at Nahunta same day by 7 p. m.

ROUTE No. 5710.

From Johnsonville to Johnsonville, 26 miles, and back, once a week.

Contract transferred from Duncan McPherson to Hugh A. Cameron, May 7, 1857, at \$125 40 per annum, to June 30, 1859.

Leave Johnsonville Tuesday at 6 a. m.; arrive at Johnsonville same day by 8 p. m.

ROUTE No. 5798.

From Lincolnton to Yorkville, \$45 miles, and back, twice a week.

Contractor having abandoned the service, contract ordered with Daniel Summeron, November 15, 1856, at \$395 per annum, to June 30, 1859.

Leave Lincolnton Monday and Thursday at 6 a. m.; arrive at Yorkville same days by 7 p. m.

Leave Yorkville Tuesday and Friday at 6 a. m.; arrive at Lincolnton same days by 7 p. m.

ROUTE No. 5823.

From Ivy to Longmires, 31 miles, and back, once a week.

Contract transferred from T. D. L. Davis to Wm. Garland, from March 20, 1857, at \$97, to June 30, 1859.

Leave Ivy Saturday at 6 a. m.; arrive at Longmires same day by 6 p. m.

Leave Longmires Friday at 6 a. m.; arrive at Ivy same day by 6 p. m.

ROUTE No. 5838.

From Clinton to Dobbinsville, 16 miles, and back, once a week.

Contract ordered with Everett Peterson, from August 26, 1856, at \$75 per annum, to June 30, 1859.

Leave Clinton Saturday at 7 a. m.; arrive at Dobbinsville same day, by 12 m.

Leave Dobbinsville Saturday at 1 p. m.; arrive at Clinton same day by 6 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 5848.

From Forks of Pigeon to Pigeon River, $5\frac{1}{2}$ miles, and back, twice a week.

Contract ordered with Joseph T. Cathey, from June 16, 1856, at \$50 per annum, to June 30, 1859.

Leave Forks of Pigeon Monday and Thursday at $10\frac{1}{2}$ a. m.; arrive at Pigeon River same days by 12 m.

Leave Pigeon River Monday and Thursday at 1 p. m.; arrive at Forks of Pigeon same days by $2\frac{1}{2}$ p. m.

ROUTE No. 5849.

From Normal College to Thomasville, 5 miles, and back, six times a week.

Contract ordered with H. H. Small, from June 7, 1856, at \$270, two-horse hack, to June 30, 1859.

Leave Normal College daily, except Sunday, at $8\frac{1}{2}$ a. m.; arrive at Thomasville by 10 a. m.

Leave Thomasville daily, except Sunday, at $11\frac{1}{2}$ a. m.; arrive at Normal College same days by $1\frac{1}{2}$ p. m.

ROUTE No. 5610.

From Goldsboro' to Charlotte, 223 miles, and back, daily.

Contract ordered with the North Carolina Railroad Company: to commence July 1, 1856, to expire June 30, 1859, at \$22,300 per annum.

Leave Goldsboro' daily, except Sunday, at 2 a. m. and Sunday at 4 p. m.; arrive at Charlotte daily, except Sunday, by 3.30 p. m., and Monday by 5.30 p. m.

Leave Charlotte daily, except Sunday, at 6 a. m., and Sunday at 5.30 p. m.; arrive at Goldsboro' daily, except Sunday, by 7 p. m., and Monday by 7.15 a. m.

ROUTE No. 5851.

From Clinton to Elizabethtown, 36 miles, and back, once a week.

Contract ordered with Alexander Carter, September 26, 1856, at \$190 per annum: to commence November 4, 1856, to expire June 30, 1857.

Leave Clinton Wednesday at 7 a. m.; arrive at Elizabethtown same day by 6 p. m.

Leave Elizabethtown Tuesday at 6 a. m.; arrive at Clinton same day by 5 p. m.

ROUTE No. 5852.

From Plymouth to Hamilton, 56 miles, and back, three times a week.

Contract ordered with the Roanoke Steamboat Company, (D. W. Bagley, president,) November 15, 1856, at \$1,515 per annum: to commence November 11, 1856, to expire June 30, 1859.

Leave Plymouth Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Williamston by 1 p. m., and Hamilton by 8 p. m.

Leave Hamilton Monday, Wednesday, and Friday, at 8 a. m.; arrive at Williamsburg by 1 p. m., and at Plymouth by 9 p. m.

ROUTE No. 5855.

From Ashboro' to Graham, $44\frac{1}{2}$ miles, and back, once a week.

Bidders' names.

Sum per annum.

J. P. Hunnicutt.....	\$750.	ooo.
Horace L. Robard	499.	ooo.
Ephraim Mitchell.....	240.	
Mager Johnson.....	230.	
Green Nicholson	200.	
John M. Nicholson	194.	
D. McK. Cook	190.	Accepted April 25, 1857.

Contract made with Daniel McK. Cook, April 25, 1857, from July 1, 1857, to June 30, 1859, at \$190 per annum.

CONTRACTS FOR CARRYING THE MAILS.

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Leave Ashboro' Wednesday at 5 a. m.; arrive at Graham next day by 9 a. m.
Leave Graham Monday at 3 p. m.; arrive at Ashboro' next day by 7 p. m.

ROUTE No. 5856.

From Reed Creek to Prosperity, 23 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. S. Ward	\$250.
Newton D. Woody	200. <i>Accepted April 25, 1857.</i>

Contract made with Newton D. Woody, April 25, 1857, from July 1, 1857, to June 30, 1859, at \$200 per annum.

Leave Reed Creek Saturday at 8 a. m.; arrive at Prosperity by 5 p. m.
Leave Prosperity Friday at 8 a. m.; arrive at Reed Creek by 5 p. m.

ROUTE No. 5857.

From Reed Creek to Pittsboro', 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
Horace L. Robard	\$399. 000.
Joseph L. Reece	196.

(Not let.)

ROUTE No. 5858.

From Eagle Rock to Wilson, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
Arthur D. Farmer	\$416 00.
Upchurch Smith	300 00.
Calvin Strickland	300 00, horse and buggy.
Burbin Liles	247 50.
Wm. Lee	245 00.
B. B. Rhodes	240 00, horse and buggy. <i>Accepted April 25, 1857.</i>

Contract made with B. B. Rhodes, April 25, 1857, from July 1, 1857, to June 30, 1859, at \$240 per annum, horse and buggy.

Leave Eagle Rock Friday at 7 a. m.; arrive at Wilson by 7 p. m.
Leave Wilson Saturday at 7 a. m.; arrive at Eagle Rock by 7 p. m.

ROUTE No. 5859.

From Eagle Route to Newton, - miles, and back, once a week.

(No bidders.)

ROUTE No. 5860.

From Mitchener's Station to Smithfield, 4 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Wm. R. Ethridge	\$240, one-horse buggy.
Wm. H. Cullom	224, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Wm. H. Cullom, April 25, 1857, from July 1, 1857, to June 30, 1859, at \$224 per annum, in two-horse coach.

Leave Mitchener's Station daily, except Sunday, at 6½ p. m.; arrive at Smithfield by 7¼ p. m.

Leave Smithfield daily, except Sunday, at 4¼ p. m.; arrive at Mitchener's Station by 6 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 5861.

From Winston to Jonesville, 49½ miles, and back, once a week.

Bidders' names.	Sum per annum.
W. W. Long	\$599.
	449, end at Jonesville.
John W. Clemmons.....	250, 000, end at East Bend.
	350, 000, end at Jonesville.
	199, 000, end at Red Plain.
J. Teague and J. Veach	124, end at Red Plain.
	297. <i>Accepted April 25, 1857.</i>
John B. Britton	450, end at Jonesville.
John W. Clemmons	390. Star bid?
Morgan Carlton	300.
Thomas Haynes	298.
	248, end at Jonesville. Guaranty informal.

Contract made with John Teague and Joseph Veach, April 25, 1857, at \$297 per annum :
from July 1, 1857, to June 30, 1859.

Leave Winston Wednesday at 8 a. m.; arrive at Yadkinville next day by 6 p. m.

Leave Yadkinville Friday at 7 a. m.; arrive at Winston next day by 5 p. m.

ROUTE No. 5862.

From Shelby to Newton, 38 miles, and back, once a week.

(No bidders.)

Leave Shelby Wednesday at 7 a. m.; arrive at Newton by 7 p. m.

Leave Newton Thursday at 7 a. m.; arrive at Shelby by 7 p. m.

ROUTE No. 5863.

From Milton to Moore's Store, 7 miles, and back, once a week.

Bidders' names.	Sum per annum.
George D. Moore	\$185.
Porter Flagg.....	97. Star bid?

(Not let.)

Leave Milton Tuesday at 8 a. m.; arrive at Moore's Store by 11 a. m.

Leave Moore's Store Tuesday at 12 m.; arrive at Milton by 3 p. m.

ROUTE No. 5865.

From Gibsonville to Summers' Mills, 5 miles, and back, once a week.

Bidders' names.	Sum per annum.
George M. Isley.....	\$37 00. <i>Accepted April 25, 1857.</i>
Jacob P. Neece.....	19 99. No guaranty; no certificate.

Contract made with George M. Isley, April 25, 1857, from July 1, 1857, to June 30, 1859, at \$37 per annum.

Leave Gibsonville Saturday at 12 m.; arrive at Summers' Mills by 2 p. m.

Leave Summers' Mills Saturday at 2½ p. m.; arrive at Gibsonville by 4½ p. m.

ROUTE No. 5866.

From Burnsville to Marshall, 32 miles, and back, once a week.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.	
Silas Jervis	\$244 99.	No certificate or guaranty.
J. R. Hugby.....	194 50.	Reversed schedule. <i>Accepted April 25, '57.</i>
J. Shepherd, (after time)	165 00.	(Received April 18, 1857.)

Contract made with J. R. Hugby, April 25, 1857, from July 1, 1857, to June 30, 1859, at \$194 50 per annum.

Leave Burnsville Friday at 6 a. m.; arrive at Marshall by 6 p. m.
Leave Marshall Thursday at 6 a. m.; arrive at Burnsville by 6 p. m.
Service discontinued and contract annulled July 3, 1857.

ROUTE No. 5867.

From Burnsville to Marion, 34 miles, and back, once a week.

Bidders' names.	Sum per annum.	
Silas Jervis	\$274 99.	<i>Accepted April 25, 1857.</i>
J. Shepherd, (after time)	185 00.	(Received April 18, 1857.)

Contract made with Silas Jervis, April 25, 1857, from July 1, 1857, to June 30, 1859, at \$274 99 per annum.

Leave Burnsville Tuesday at 6 a. m.; arrive at Marion by 6 p. m.
Leave Marion Wednesday at 6 a. m.; arrive at Burnsville by 6 p. m.

ROUTE No. 5868.

From Hendersonville to Buncombe, — miles, and back, once a week.

Bidders will name intermediate places, state distances, and propose schedule of departures and arrivals.

(No bidders.)

ROUTE No. 5869.

From Hendersonville to Curtis's, — miles, and back, once a week.

Bidders will state distance and propose schedule of departures and arrivals.

Bidders' names.	Sum per annum.	
T. E. Brittain	\$325.	Schedule proposed ; distance 33 miles.
John P. Morgan.....	250.	Schedule proposed ; says distance is 33 miles. No guaranty or certificate.

(Not let.)

ROUTE No. 5870.

From Shocco Springs to Castalia, — miles, and back, once a week.

Bidders will state distance and propose a schedule of departures and arrivals.

Bidders' names.	Sum per annum.	
Passum Nichols	\$150.	Schedule proposed.
Jeremiah Johnson	125.	Schedule proposed.

(Not let.)

ROUTE No. 5871.

From Childsville to Boone, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.	
<i>After time.</i>		
Eben Childs	\$325.	(Received April 4, 1857.)
D. N. Cox	194.	No guaranty. (Received April 4, 1857.)
William Danner.....	140.	(Received May 26, 1857.)

CONTRACTS FOR CARRYING THE MAILS.

Leave Childsville Thursday at 7 a. m. ; arrive at Boone by 6 p. m.
 Leave Boone Wednesday at 7 a. m. ; arrive at Childsville by 6 p. m.

(Not let.)

ROUTE No. 5872.

From Cherryfield to Eastatoe, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Clabourn C. McKinney	249. <i>Accepted April 25, 1857.</i>
(<i>After time.</i>)	
William M. Duckworth.....	395.

Contract made with Clabourn C. McKinney, April 25, 1857, from July 1, 1857, to June 30, 1859, at \$249 per annum.

Leave Cherryfield Monday at 6 a. m. ; arrive at Eastatoe by 8 p. m.

Leave Eastatoe Sunday at 6 a. m. ; arrive at Cherryfield by 8 p. m.

ROUTE No. 5873.

From Elizabethtown to Clinton, 36½ miles, and back, once a week.

Bidder's name.	Sum per annum.
Alexander Carter	\$290. <i>Accepted April 25, 1857.</i>
	290. No guaranty.

Contract made with Alexander Carter, April 25, 1857, from July 1, 1857, to June 30, 1859, at \$290 per annum.

Leave Elizabethtown Tuesday at 6 a. m. ; arrive at Clinton by 6 p. m.

Leave Clinton Wednesday at 6 a. m. ; arrive at Elizabethtown by 6 p. m.

ROUTE No. 5874.

From Danville to Haw River, 43 miles, and back, three times a week, in two-horse coaches.

Bidders' names.	Sum per annum.
Peter Adams.....	\$3,000, two-horse hack.
George D. Moore	2,570, two-horse coach. (See guaranty.)
J. P. Hunnicutt	2,000, six times a week, two-horse coach.
William J. Patrick	1,650.
C. S. Brown	1,600, two-horse coach, six times a week. (See guaranty.)
J. P. Hunnicutt.....	1,500, two-horse coach.
David T. Harvey.....	1,425.
Horace L. Robard.....	1,245, two-horse coach.
John W. Clemmons	1,190, three times a week, two-horse coach.
	1,990, six times a week, two-horse coach.
A. G. Waters	997, two-horse stages. <i>Accepted April 25, 1857.</i>
	1,500, six times a week.

Contract made with A. G. Waters, April 25, 1857, from July 1, 1857, to June 30, 1859, at \$997 per annum, in two-horse stages.

Leave Danville Tuesday, Thursday, and Saturday, at 7 p. m. ; arrive at Yanceyville by 11½ p. m.

Leave Yanceyville Wednesday, Friday, and Sunday, at 5½ a. m. ; arrive at Haw River by 12 m.

Leave Haw River Wednesday, Friday, and Sunday, at 1½ p. m. ; arrive at Yanceyville by 8 p. m.

Leave Yanceyville Wednesday, Friday, and Sunday, at 9 p. m. ; arrive at Danville next days by 1½ p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 5875.

From Greensboro' to Yanceyville, 39½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
Horace L. Robard	\$1,885, 000, or two-horse coach.
George D. Moore	1,423.
J. P. Hunnicutt	1,200, two-horse coach.
Porter Flagg	1,173. Star bid?
J. P. Hunnicutt	850. 000.
Peter Adams	790.
Joseph Holderly	695. 000. <i>Accepted April 25, 1857.</i>

Contract made with Joseph Holderly, April 25, 1857, from July 1, 1857, to June 30, 1859, at \$695, 000.

Leave Greensboro' Monday, Wednesday, and Friday, at 6 a. m.; arrive at Yanceyville by 7 p. m.

Leave Yanceyville Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Greensboro' by 7 p. m.

ROUTE No. 5733.

From Salisbury to Morgantown, 84½ miles, and back, three times a week, in four-horse coaches.

Bidder	Sum per annum.
T. S. Woodsen, (by J. B. Nelson)	\$3,200, four-horse coach.
R. H. Teague	2,999, four-horse coach.
J. P. Hunnicutt	2,800, four-horse coach.
C. S. Brown	2,500, four-horse post-coach. <i>Accepted April 25, 1857.</i>

Contract made with C. S. Brown, April 25, 1857, from July 1, 1857, to June 30, 1859, at \$2,500, four-horse post-coaches.

Leave Salisbury Monday, Wednesday, and Friday, at 9 a. m.; arrive at Newton Court-House by 9 p. m.

Leave Newton Court-House Tuesday, Thursday, and Saturday, at 2 a. m.; arrive at Morgantown by 10 a. m.

Leave Morgantown Monday, Wednesday, and Friday, at 7 a. m.; arrive at Statesville by 7 p. m.

Leave Statesville Tuesday, Thursday, and Saturday, at 2 a. m.; arrive at Salisbury by 10 a. m.

SPECIAL SERVICE IN NORTH CAROLINA.

[This service commences from date of authority, and terminates June 30, 1859.]

Granite Hill from Mount Mourne, 6 miles, and back, once a week.

Service authorized February 23, 1857, at \$30: limited to net proceeds.

Battle Hill from Mount Olive, 7 miles, and back, once a week.

Service authorized March 13, 1857, at \$36: limited to net proceeds.

Roseman's Store from Organ Church, 3½ miles, and back, once a week.

Service authorized August 9, 1856, at \$24: limited to net proceeds.

Centre Grove from Roxboro', 6 miles, and back, once a week.

Service authorized September 5, 1856, at \$30: limited to net proceeds.

Island Creek from Teachey's, 6 miles, and back, once a week.

Service authorized September 4, 1856, at \$40: limited to net proceeds.

Sweet Home from Snow Creek, 3 miles, and back, once a week.

Service authorized September 23, 1856, at \$24: limited to net proceeds.

Laurel Branch from Eufaula, 5½ miles, and back, once a week.

Service authorized February 11, 1857, at \$30: limited to net proceeds.

Peach Tree Grove from Castalia, 8 miles, and back, once a week.
Service authorized March 13, 1857, at \$40 : limited to net proceeds.

Lenoir Institute from Mosely Hall, 6 miles, and back, three times a week.
Service authorized March 20, 1857, at \$100 : limited to net proceeds.

Wallen's from Oxford, 8 miles, and back, once a week.
Service authorized April 4, 1857, at \$40 : limited to net proceeds.

Laurel from Louisburg, 10 miles, and back, once a week.
Service authorized April 8, 1857, at \$50 : limited to net proceeds.

STATE OF SOUTH CAROLINA.

ROUTE No. 6056.

From Augusta to Gillisonville, 98 miles, and back, twice a week.

Contract transferred from John W. Spencer to John C. Galvan, January 8, 1857, at \$1,350 per annum.

Leave Augusta Monday and Thursday at 6 a. m.; arrive at Gillisonville next Wednesday and Saturday by 11 a. m.

Leave Gillisonville Monday and Wednesday at 1 p. m.; arrive at Augusta Wednesday and Friday by 5 p. m.

ROUTE No. 6060.

From Hamburg to Augusta, $\frac{1}{4}$ mile, twice a day.

John Matthews having failed, contract made with H. Washington Kennedy, September 25, 1856, at \$150 per annum, to June 30, 1859.

ROUTE No. 6061.

From Phoenix to New Market, 9 miles, and back, twice a week.

Contract negotiated and made with Hugh Porter, dated January 1, 1857, at \$75 per annum : to commence January 1, 1857, to expire June 30, 1859.

Leave Phoenix Tuesday and Friday at 6 $\frac{1}{2}$ a. m.; arrive at New Market same days by 9 a. m.

Leave New Market Tuesday and Friday at 2 $\frac{1}{2}$ p. m.; arrive at Phoenix same days by 5 p. m.

ROUTE No. 6089.

From Yorkville to Cross Anchor, 52 miles, and back, twice a week.

Contract transferred from Wm. J. Tomlinson to George S. Daster, at \$700 per annum : July 1, 1856, to June 30, 1859.

Leave Yorkville Monday and Thursday at 6 a. m. ; arrive at Cross Anchor next days by 12 m.

Leave Cross Anchor Tuesday and Friday at 1 p. m.; arrive at Yorkville next days by 6 p. m.

ROUTE No. 6122.

From Cambridge to Laurens Court-House, 28 miles, and back, twice a week.

Contract transferred from Charles Haywood to Thomas J. Darnall, at \$269 per annum : July 1, 1856, to June 30, 1859.

Leave Cambridge Tuesday and Saturday at 7 a. m.; arrive at Laurens Court-House same days by 6 p. m.

Leave Laurens Court-House Monday and Friday at 7 a. m.; arrive at Cambridge same days by 6 p. m.

ROUTE No. 6138.

From Williamston to Williamston, equal to 26½ miles, and back, once a week.

Contract transferred from Thomas C. Martin to Benjamin J. Johnson, at \$89 per annum :
July 1, 1857, to June 30, 1859.

Leave Williamston Friday at 6½ p. m.; arrive at Williamston next day by 7½ p. m.

ROUTE No. 6158.

From Cheraw to Chesterfield Court-House, 12 miles, and back, three times a week.

Contract negotiated and made with John D. Pickard, dated August 19, 1856 : from September 10, 1856, to June 30, 1859.

Leave Cheraw Monday, Wednesday, and Friday, at 7 a. m.; arrive at Chesterfield Court-House same days by 11 a. m.

Leave Chesterfield Court-House Monday, Wednesday, and Friday, at 1 p. m.; arrive at Cheraw same days by 5 p. m.

ROUTE No. 6159.

From Chesterfield Court-House to Jefferson, 25 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Oliver P. Edgeworth.....	\$450.
	400. Schedule changed.
Silas Ingram.....	376. Accepted April 25, 1857.

Contract made with Silas Ingram, dated April 25, 1857 : from July 1, 1857, to June 30, 1859.

Leave Chesterfield Court-House Monday and Friday at 4 p. m.; arrive at Jefferson next days by 12 m.

Leave Jefferson Monday and Friday at 7 a. m.; arrive at Chesterfield Court-House by 3 p. m.

ROUTE No. 6160.

From Jefferson to Camden, 39 miles, and back, once a week.

Bidders' names.	Sum per annum.
Silas Ingram.....	\$374.
Wilson Yarbrough.....	325. Accepted April 25, 1857.
Isaac Gardner, (after time).....	299. Informal; no guaranty. (Received April 17, 1857.)

Contract made with Wilson Yarbrough, dated April 25, 1857 : from July 1, 1857, to June 30, 1859.

Leave Jefferson Saturday at 1 p. m.; arrive at Camden next Monday by 12 m.

Leave Camden Friday at 1 p. m.; arrive at Jefferson next day by 12 m.

ROUTE No. 6161.

From Ninety-Six to Richardsonville, 21 miles, and back, once a week.

Bidders' names.	Sum per annum.
John B. Sample	\$198.
William Carter.....	195.
W. B. Merriwether	178. Accepted April 25, 1857.

Contract made with W. B. Merriwether, dated April 25, 1857 : from July 1, 1857, to June 30, 1859.

Leave Ninety-Six Friday at 5 a. m.; arrive at Richardsonville by 12 m.

Leave Richardsonville Friday at 1 p. m.; arrive at Ninety-Six by 8 p. m.

ROUTE No. 6162.

From Lexington Court-House, by Sawyer's Mills, to Lexington Court-House, equal to 47 miles, and back, once a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
A. J. Jones.....	\$700.
John T. Davis.....	800.

(Too high ; not let.)

ROUTE No. 6163.

From Ketching's Mills to Rish's Store, 16 miles, and back, once a week.

Bidder's name.	Sum per annum.
H. D. Ott.....	\$95. <i>Accepted April 25, 1857.</i>

Contract made with H. D. Ott, dated April 25, 1857, to commence July 1, 1857, to expire June 30, 1859.

Leave Ketching's Mills Saturday at 7 a. m.; arrive at Rish's Store by 12 m.

Leave Rish's Store Saturday at 1 p. m.; arrive at Ketching's Mills by 6 p. m.

ROUTE No. 6164.

From Yorkville to Logan's Store, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Moore.....	\$300.
W. J. Tomlinson.....	250. <i>Accepted April 25, 1857.</i>

Contract made with W. J. Tomlinson, dated April 25, 1857, from July 1, 1857, to June 30, 1859.

Leave Yorkville Friday at 6 a. m.; arrive at Logan's Store by 7 p. m.

Leave Logan's Store Saturday at 6 a. m.; arrive at Yorkville by 7 p. m.

ROUTE No. 6167.

From Georgetown to Gourdin's Turnout, 42 miles, and back, six times a week, in two-horse coaches, with the privilege of substituting sulkies on each alternate trip from July 1 to September 30 in each year.

Bidders' names.	Sum per annum.
H. M. Hiddleston.....	\$5,000, two-horse coach.
James W. Steagall.....	4,450, two-horse coach, with privilege of substituting sulkies on alternate trips from July 1 to September 30. <i>Accepted April 25, 1857.</i>

Contract made with James W. Steagall, dated April 25, 1857, from July 1, 1857, to June 30, 1859.

Leave Georgetown daily, except Sunday, at 7½ a. m.; arrive at Gourdin's Turnout by 4 p. m.

Leave Gourdin's Turnout daily, except Sunday, at 6½ p. m.; arrive at Georgetown next days by 3 a. m.

ROUTE No. 6170.

From Chesterfield Court-House to Jefferson, 24½ miles, and back, twice a week.

Contract made with Oliver P. Edgeworth, from March 30, 1857, to June 30, 1857, at \$350 per annum.

Leave Chesterfield Court-House Monday and Friday, at 12 m.; arrive at Jefferson same days by 8 p. m.

Leave Jefferson Tuesday and Saturday, at 7 a. m.; arrive at Chesterfield Court-House by 3 p. m.

ROUTE No. 6171.

From Jefferson to Camden, 39 miles, and back, once a week.

Contract made with Silas Ingram, from March 27 to June 30, 1857, at \$374 per annum.

ROUTE No. 6172.

From Greenville Court-House to Pickensville, 14 miles, and back, once a week.

Contract made with Andrew B. C. Trotter, from May 15, 1857, to June 30, 1858, at \$64 75 per annum.

SPECIAL SERVICE IN SOUTH CAROLINA.

[This service commences from date of authority, and terminates June 30, 1859.]

Andrew Chapel from Saint Matthew's, 7 miles, and back, once a week.
Service authorized June 2, 1857, at \$52 : limited to net proceeds.

McDuffie from Unionville, 8 miles, and back, once a week.
Service authorized February 24, 1857, at \$40 : limited to net proceeds.

Hardinsville from Grahamsville, 18 miles, and back, once a week.
Service authorized April 8, 1857, at \$80 : limited to net proceeds.

Dorn's Gold Mines from Cairo, 5½ miles, and back, once a week.
Service authorized March 20, 1857, at \$30 : limited to net proceeds.

STATE OF GEORGIA.

ROUTE No. 6323.

From Milledgeville to Double Wells, 45 miles, and back, daily.

Contract transferred from Theodore A. Goodwin to N. Hawkins and B. H. Myrick, January 1, 1857, at \$1,596 per annum, in two-horse coaches, to June 30, 1859.

Leave Milledgeville daily at 7 a. m.; arrive at Double Wells same day by 6 p. m.
Leave Double Wells daily at 7 a. m.; arrive at Milledgeville same day by 6 p. m.

ROUTE No. 6324.

From Milledgeville to Covington, 62½ miles, and back, twice a week.

Contract transferred from W. C. Penn to E. T. White, January 1, 1857, at \$595 000 per annum, to June 30, 1859.

Leave Milledgeville Tuesday and Friday at 5 a. m.; arrive at Covington next days by 12 m.

Leave Covington Wednesday and Saturday at 1 p. m.; arrive at Monticello same days by 9 p. m.

Leave Monticello Thursday and Monday at 6 a. m.; arrive at Milledgeville same days by 8 p. m.

ROUTE No. 6327.

From Powellton to Shoals of Ogechee, 17 miles, and back, to Mayfield, and once a week the residue.

Contract transferred from James A. Gerald to James T. Andrews, January 1, 1857, at \$209 per annum, to June 30, 1859.

Leave Powellton Tuesday and Friday at 7 a. m.; arrive at Mayfield same days by 9 a. m.

Leave Mayfield Friday at 9½ a. m.; arrive at Shoals of Ogechee same days by ½ p. m.

Leave Shoals of Ogechee Friday at 1 p. m.; arrive at Mayfield same day by 4 p. m.

Leave Mayfield Tuesday at 9½ a. m. and Friday at 4½ p. m.; arrive at Powellton Tuesday by 11½ a. m. and Friday by 6½ p. m.

ROUTE No. 6337.

From Macon to Long Street, 46 miles, and back, twice a week.

Contract transferred from William M. Varnum to James T. Evans, July 1, 1856, at \$497 per annum, to Jun 30, 1859.

Leave Macon Wednesday and Saturday at 7 a. m. ; arrive at Long Street Thursday and Monday by 11 a. m.

Leave Long Street Monday and Thursday at 12 m. ; arrive at Macon next days by 6 p. m.

ROUTE No. 6339.

From Griffin to La Grange, 53½ miles, and back, three times a week.

Contract with Richard F. M. Mann annulled, and contract made with Archibald M. Wall and Joseph D. Sherrill, June 24, 1857, at \$1,900 per annum, in two-horse hacks, to June 30, 1859.

Leave Griffin Monday, Wednesday, and Friday, at 7½ a. m. ; arrive at La Grange by 11½ p. m.

Leave La Grange Tuesday, Thursday, and Saturday, at 7 a. m. ; arrive at Griffin by 11 p. m.

ROUTE No. 6355.

From Brunswick to Jeffersonton, 21 miles, and back, twice a week.

Contract transferred from Christopher C. Burnett to S. A. Hooker, January 1, 1857, at \$427 per annum, to June 30, 1859.

Leave Brunswick Sunday and Wednesday at 9 a. m. ; arrive at Jeffersonton next days by 8½ a. m.

Leave Jeffersonton Monday and Thursday at 10½ a. m. ; arrive at Brunswick next days by 12 m.

ROUTE No. 6359.

From Riceboro' to Hinesville, 18 miles, and back, twice a week.

Contract transferred from R. R. Lyons to William B. Trask, January 1, 1857, at \$350, 000, per annum, to June 30, 1859.

Leave Riceboro' Monday and Thursday at 4 p. m. ; arrive at Hinesville by 9 p. m.

Leave Hinesville Tuesday and Friday at 6 a. m. ; arrive at Riceboro' by 11 a. m.

ROUTE No. 6365.

From Holmesville to Hall, 27 miles, and back, once a week.

Isaac Weatherly, former contractor, having died, contract made with Martin Deen, February 12, 1857, at \$150 per annum, to June 30, 1859.

Leave Holmesville Thursday at 5 a. m. ; arrive at Hall by 12 m.

Leave Hall Thursday at 1 p. m. ; arrive at Holmesville by 8 p. m.

ROUTE No. 6378.

From Oglethorpe to Buena Vista, 32 miles, and back, three times a week.

Jordan W. Prim, former contractor, having abandoned service, contract made with Elgathan Burke and O. Martin, January 16, 1857, at \$559 per annum, to June 30, 1859.

Leave Oglethorpe Monday, Wednesday, and Friday, at 8 a. m. ; arrive at Buena Vista by 5 p. m.

Leave Buena Vista Tuesday, Thursday, and Saturday, at 6 a. m. ; arrive at Oglethorpe by 3 p. m.

ROUTE No. 6379.

From Oglethorpe to Columbus, 69 miles, and back, once a week.

Contract transferred from Jordan W. Prim to Simon Cox, November 19, 1856, at \$500, to June 30, 1859.

Leave Oglethorpe Monday at 8 a. m. ; arrive at Columbus next day by 6 p. m.

Leave Columbus Wednesday at 7 a. m. ; arrive at Oglethorpe next day by 6 p. m.

ROUTE No. 6380.

From Oglethorpe to Vienna, 23 miles, and back, twice a week

Contract transferred from Jordan W. Prim to B. F. Fleming, November 7, 1856, at \$370 per annum, to June 30, 1859.

Leave Oglethorpe Monday and Thursday at 10 a. m.; arrive at Vienna by 4 p. m.

Leave Vienna Tuesday and Friday at 8 a. m.; arrive at Oglethorpe by 2 p. m.

ROUTE No. 6386.

From Preston to Bottsford, 9 miles, and back, once a week.

Contract transferred from Jordan W. Prim to Jackson M. Gill, November 7, 1856, at \$82 per annum, to June 30, 1859.

Leave Preston Thursday at 9 a. m.; arrive at Bottsford by 12 m.

Leave Bottsford Thursday at 2 p. m.; arrive at Preston same day by 5 p. m.

ROUTE No. 6397.

From Thompson to Raysville, 22½ miles, and back, three times a week.

Contract transferred from Overton H. Walton to V. M. Barnes, January 1, 1857, at \$400 per annum.

Contract transferred from V. M. Barnes to James R. Wilson, April 1, 1857, at \$400 per annum, to June 30, 1859.

Leave Thompson Tuesday, Thursday, and Saturday, at 4 a. m.; arrive at Raysville by 10 a. m.

Leave Raysville Tuesday, Thursday, and Saturday, at 10½ a. m.; arrive at Thompson by 6½ p. m.

ROUTE No. 6408.

From Eatonton to Monticello, 18 miles, and back, three times a week.

Contract transferred from John N. Swift to E. T. White, January 1, 1857, at \$289 per annum, to June 30, 1859.

Leave Eatonton Monday, Thursday, and Saturday, at 1 p. m.; arrive at Monticello by 7 p. m.

Leave Monticello Monday, Thursday, and Saturday, at 6 a. m.; arrive at Eatonton by 12 m.

ROUTE No. 6409.

From Monticello to Macon, 45 miles, and back, once a week.

Contract transferred from John N. Swift to E. T. White, January 1, 1857, at \$349 per annum, to June 30, 1859.

Leave Monticello Tuesday at 6½ a. m.; arrive at Macon by 8 p. m.

Leave Macon Wednesday at 6½ a. m.; arrive at Monticello by 8 p. m.

ROUTE No. 6418.

From Stockbridge to Jonesboro', 7½ miles, and back, once a week.

Daniel Grafton, former contractor, having declined, contract made with Daniel McU'ly, January 17, 1857, at \$43 per annum, to June 30, 1859.

Leave Stockbridge Saturday at 9 a. m.; arrive at Jonesboro' by 12 m.

Leave Jonesboro' Saturday at 1 p. m.; arrive at Stockbridge by 4 p. m.

ROUTE No. 6438.

From Carnesville to Jefferson, 30 miles, and back, once a week.

Contract transferred from Marcus W. Parr to James W. Thomas, July 1, 1856, at \$149 per annum, to June 30, 1859.

Leave Carnesville Friday at 8 a. m.; arrive at Jefferson by 6 p. m.

Leave Jefferson Saturday at 8 a. m.; arrive at Carnesville by 6 p. m.

ROUTE No. 6443.

From Canton to Dahlonega, 47 miles, and back, once a week.

Contract transferred from William M. Varnum to Allen Barns, July 1, 1857, at \$214 per annum, to June 30, 1859.

Leave Canton Saturday at 6 a. m.; arrive at Dahlonega by 6 p. m.

Leave Dahlonega Friday at 6 a. m.; arrive at Canton by 6 p. m.

ROUTE No. 6448.

From Hiawassee to Blairsville, 18 miles, and back, twice a week.

Bidder's names.	Sum per annum.
Elihu S. Barclay & G. Hughes..	\$700; or
	600, schedule changed.
Zadock R. Wright	399.
<i>After time.</i>	
John D. Howard	320. (Received August 27, 1855.)

Contract ordered with Thomas J. Boling, June 12, 1857, from July 1, 1857, to June 30, 1859.

Leave Hiawassee Monday and Thursday at 1 p. m.; arrive at Blairsville by 7 p. m.

Leave Blairsville Monday and Thursday at 6 a. m.; arrive at Hiawassee by 12 m.

ROUTE No. 6488.

From Villa Rica to Cedartown, 36 miles, and back, once a week.

Contract transferred from L. H. Walthall to A. J. Goggans, October 1, 1856, at \$164 per annum, to June 30, 1859.

Leave Villa Rica Tuesday at 7 a. m.; arrive at Cedartown by 6 p. m.

Leave Cedartown Monday at 7 a. m.; arrive at Villa Rica by 6 p. m.

ROUTE No. 6509.

From Jacksonville to Magnolia, 73 miles, and back, once a week.

Abraham Crosby having abandoned service, contract made with A. S. Dopson, January 9, 1857, from January 26, 1857, to June 30, 1859, at \$600 per annum.

Leave Jacksonville Monday at 6 a. m.; arrive at Magnolia next day by 6 p. m.

Leave Magnolia Wednesday by 6 p. m.; arrive at Jacksonville next day by 6 p. m.

(Advertisement of February 2, 1857.)

No. 6514.—From Blakely to Bainbridge, 45 miles, and back, once a week.

Only bidder, A. H. McLaws, at \$1,000, twice a week. (Ruled too high.)

Contract negotiated and made with A. H. McLaws, at \$800 per annum, from July 1, 1857, to June 30, 1859.

Leave Blakely Tuesday and Friday at 5 a. m.; arrive at Bainbridge by 7 p. m.

Leave Bainbridge Wednesday and Saturday at 5 a. m.; arrive at Blakely by 7 p. m.

ROUTE No. 6514.

From Blakely to Bainbridge, 45 miles, and back, twice a week.

Contract made with Abraham H. McLaws, dated October 22, 1857, to expire June 30, 1857, at \$800 per annum.

Leave Blakely Tuesday and Friday at 5 a. m.; arrive at Bainbridge by 7 p. m.

Leave Bainbridge Wednesday and Saturday at 5 a. m.; arrive at Blakely by 7 p. m.

No. 6515.—Chenuba to Colquitt, 65 miles, and back, once a week.

Temporary contract made with James P. Lee, at \$550 per annum, from December 4, 1856, to June 30, 1857.

Service made twice a week, at \$550 per annum additional, from February 23, 1857.

ROUTE No. 6515.

From Chenuba to Colquitt, 65 miles, and back, twice a week.

Contract made with A. P. Cannon, dated September 24, 1856, to commence October 8, 1856, to expire June 30, 1857, at \$550 per annum.

Bidder's name.	Sum per annum.
James E. Lee.....	\$550.
	998, twice a week. <i>Accepted April 25, 1857.</i>

Contract made with James E. Lee, dated April 25, 1857, to commence July 1, 1857, to expire June 30, 1859, at \$998 per annum.

Leave Chenuba Monday and Thursday at 6 a. m ; arrive at Colquitt next days by 12 m.

Leave Colquitt Tuesday and Friday at 1 p. m ; arrive at Chenuba next days by 6 p. m.

ROUTE No. 6516.

From Pineville to Glenalta, 8 miles, and back, once a week.

Contract ordered with Ephraim Lamb, May 12, 1857, to commence April 1, 1857, to expire June 30, 1859, at \$52 per annum.

Leave Pineville, Wednesday at 12 m. ; arrive at Glenalta by 2 p. m.

Leave Glenalta Wednesday at 3 p. m. ; arrive at Pineville by 5 p. m.

ROUTE No. 6517.

From Calhoun to Rome, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas G. Vickery & Henry A. Urquehart.....	\$1,810, two-horse hack, twice a week ; schedule proposed.
John N. Swift.....	274.
Abbott M. McWhorter & Robt. T. McCurdy.	250. <i>Accepted April 25, 1857.</i>

Contract made with Abbott M. McWhorter & Robert T. McCurdy, April 25, 1857, to commence July 1, 1857, to expire June 30, 1859, at \$250 per annum.

Leave Calhoun Friday at 7 a. m ; arrive at Rome by 5 p. m.

Leave Rome Saturday at 7 a. m. ; arrive at Calhoun by 5 p. m.

ROUTE No. 6518.

From Canton to Jasper, 24 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Basil Lowrey.....	\$850, two-horse coach ; 000, three times a week.
	700, two-horse coach, twice a week.
Wm. O. Searcey.....	774, twice a week, hack.
Robert B. McCutchen & Charles McClure.	675, two-horse hack, twice a week, rest at Jasper.
Thomas N. White	625, two-horse hack, twice a week.
	400, horse, once a week.
Wilson Barton	350.
John N. Swift.....	298.
	490, twice a week. <i>Accepted April 25, 1857.</i>
	649, three times a week.

Contract made with John N. Swift, dated April 25, 1857, to commence July 1 1857, to expire June 30, 1859, at \$490 per annum.

Leave Canton Tuesday and Thursday at 7 a. m. ; arrive at Jasper by 5 p. m.

Leave Jasper Wednesday and Friday at 7 a. m ; arrive at Canton by 5 p. m.

ROUTE No. 6519.

From Cartersville to Dallas, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
John N. Swift.....	\$240.
J. W. Farrell & Henry Braswell.	200.
Abbott M. McWhorter & Robert T. McCurdy.	145. <i>Accepted April 25, 1857.</i>

Contract made with Abbott M. McWhorter & Robert T. McCurdy, dated April 25, 1857, from July 1, 1857, to June 30, 1859, at \$145 per annum.

Leave Cartersville Monday at 6 a. m.; arrive at Dallas by 12 m.

Leave Dallas Monday at $\frac{1}{2}$ p. m.; arrive at Cartersville by $6\frac{1}{2}$ p. m.

ROUTE No. 6520.

From Colquitt to Newton, 34 miles, and back, once a week.

Bidder's name.	Sum per annum.
Stephen W. Parker.....	\$450.
(Not let.)	

ROUTE No. 6521.

From Cook's Store to Douglass, 32 miles, and back, once a week.

Bidder's name.	Sum per annum.
Bryant George.....	\$600.
James Johnson, (after time)....	490. (Received May 26, 1857.)
(Not let.)	

ROUTE No. 6522.

From Dallas to Cedartown, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
T. G. Vickery & H. A. Urquehart	\$650.
John N. Swift.....	298.
J. W. Farrell & Henry Braswell.	294.
Abbott M. McWhorter & Robert T. McCurdy.	250.
(Not let.)	

ROUTE No. 6523.

From Dublin to Mount Vernon, 35 miles, and back, once a week.

(Not let.)

ROUTE No. 6524.

From Mt. Pleasant to Pendarvis' Store, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel A. Hooker.....	\$764.
John W. Taylor.....	550.
James D. Piles.....	400.
	600.
Mathes W. Arnett.....	400.
George Blunt.....	360.
Simon S. Brown.....	345.
Bryant George.....	345.
John J. Foreman.....	299.
(Not let.)	

ROUTE No. 6525.

From Reidsville to Hinesville, 42 miles, and back, once a week.

Bidders' names.	Sum per annum.
Edward D. Rogers.....	\$375.
John Brasell.....	365.
John P. Rastin.....	289.
Wm. N. Mosley.....	225. Accepted April 25, 1857.

Contract made with Wm. N. Mosley, dated April 25, 1857, to commence July 1, 1857 to expire June 30, 1859, at \$225 per annum.

Leave Reidsville Thursday at 6 a. m.; arrive at Hinesville by 8 p. m.

Leave Hinesville Friday at 6 a. m.; arrive at Reidsville by 8 p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 6526.

From Roswell to Canton, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wilson Barton	\$350.
John N. Swift.....	280. <i>Accepted April 25, 1857.</i>

Contract made with John N. Swift, dated April 25, 1857, to commence July 1, to expire June 30, 1859, at \$280 per annum.

Leave Roswell Saturday at 7 a. m.; arrive at Canton by 5 p. m.

Leave Canton Friday at 7 a. m.; arrive at Roswell by 5 p. m.

ROUTE No. 6527.

From Vienna to Pennsboro', 67 miles, and back, once a week.

Bidders' names.	Sum per annum.
Nemuel C. Coppedge.....	\$600.
Elizabeth Porter.....	600.

Leave Vienna Thursday at 7 a. m.; arrive at Pennsboro' next day by 6 p. m.

Leave Pennsboro' Tuesday at 7 a. m.; arrive at Vienna next day by 6 p. m.

(Not let.)

ROUTE No. 6528.

From Monroe to Laurenceville, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Benjamin Melton.....	\$299 00. One guaranty.
James Davis	293 00.
Jesse H. Arnold.....	288 00.
W. H. Goodson	279 50.
John N. Swift	274 00.
Warren W. Kicker.....	195 00. <i>Accepted April 25, 1857.</i>

Contract made with Warren W. Kicker April 25, 1857, from July 1, 1857, to June 30, 1859, at \$195 per annum.

Leave Monroe Saturday at 7 a. m.; arrive at Laurenceville by 5 p. m.

Leave Laurenceville Thursday at 6 p. m.; arrive at Monroe next day by 4 p. m.

ROUTE No. 6529.

From Satilla to Thomasville, 184 miles, and back, three times a week, in two-horse coaches.

Bidders' names.	Sum per annum.
Patrick Garmley.....	\$15,000, two-horse coach.
Wm. G. Smith.....	9,000, four-horse coach; bidder reserving right to make schedule.
Mason & Dibble	7,800, four-horse coach; schedule proposed.
L. C. Shaw	7,320, two-horse hacks
Mason & Dibble	4,700, two-horse coach; schedule proposed.
Hiram Hill & Geo. W. Merrill..	4,500, two-horse coach.
	6,500, four horse coach; running time, 36 hours from Brunswick to Thomasville, with schedule satisfactory to department. <i>Accepted April 25, 1857.</i>

Contract made with Hiram Hill & George W. Merrill, dated April 25, 1857, from July 1, 1857, to June 30, 1859, at \$6,500 per annum.

Leave Satilla Monday, Wednesday, and Friday, at 5 a. m.; arrive at Thomasville next days by 3 p. m.

Leave Thomasville Tuesday, Thursday, and Saturday, at 5 a. m.; arrive at Satilla next days by 3 p. m.

ROUTE No. 6530.

From Renwick to Cuthbert, 38 miles, and back, three times a week.

Contract ordered with R. J. and D. H. Hill, June 10, 1857, from June 19, 1857, to June 30, 1859, at \$1,200 per annum, in four-horse coach.

Leave Renwick Tuesday, Thursday, and Saturday, at 8½ a. m.; arrive at Cuthbert same days by 6½ p. m.

Leave Cuthbert Wednesday, Friday, and Sunday, at 2 a. m.; arrive at Renwick same days by 12 m.

ROUTE No. 6532.

From Brunswick to Satilla, 30½ miles, and back, three times a week.

Contract ordered with the Brunswick and Florida Railroad Company July 23, 1857, to commence July 1, 1857, to expire June 30, 1859, at \$907 50 per annum.

SPECIAL SERVICE IN GEORGIA.

[This service commences from date of authority, and terminates June 30, 1859.]

Blacksville from Kingston, 7 miles and back, twice a week.

Service authorized March 18, 1857, at \$160: limited to net proceeds.

Bradford's Store from Newton, — miles, and back, once a week.

Service authorized June 27, 1857, at \$52: limited to net proceeds.

Church Hill from Preston, 8 miles, and back, once a week.

Service authorized February 23, 1857, at \$48: limited to net proceeds.

Clay Hill from Raysville, 6 miles, and back, once a week.

Service authorized February 23, 1857, at \$40: limited to net proceeds.

Compton from Jamestown, — miles, and back, once a week.

Service authorized August 7, 1856, at \$52: limited to net proceeds.

Daviston from Howard, 5 miles, and back, once a week.

Service authorized September 15, 1856, at \$32: limited to net proceeds.

Marble Works from Harnageville, 8 miles, and back, once a week.

Service authorized September 17, 1856, at \$48: limited to net proceeds.

Butts from Indian Springs, 8 miles, and back, once a week.

Service authorized October 9, 1856, at \$50: limited to net proceeds.

Red Bone from Talbotton, 7 miles, and back, once a week.

Service authorized October 9, 1856, at \$48: limited to net proceeds.

Columbia from Raysville, 6½ miles, and back, once a week.

Service authorized December 19, 1856, at \$52: limited to net proceeds.

Little River from Woodstock, 4 miles, and back, once a week.

Service authorized February 23, 1857, at \$32: limited to net proceeds.

Buford from Cuthbert, 8 miles, and back, once a week.

Service authorized April 5, 1857, at \$52: limited to net proceeds.

Dixon's Mills from Knoxville, 10 miles, and back, once a week.

Service authorized April 11, 1857, at \$80: limited to net proceeds.

Bloodworth's from Fleetwood, 7 miles, and back, once a week.

Service authorized April 23, 1857, at \$52: limited to net proceeds.

Pine Knot Mills from Box Spring, 6 miles, and back, once a week.

Service authorized April 23, 1857, at \$52: limited to net proceeds.

Houston Factory from Perry, 5 miles, and back, once a week.

Service authorized April 28, 1857, at \$40: limited to net proceeds.

Cedar Springs from Blakely, 15 miles, and back, once a week.

Service authorized May 11, 1857, at \$96: limited to net proceeds.

Jerusalem from Talking Rock, 5 miles, and back, once a week.

Service authorized June 13, 1857, at \$40: limited to net proceeds.

Cussetta from Jamestown, 6½ miles, and back, twice a week.

Service authorized June 20, 1857, at \$100: limited to net proceeds.

STATE OF ALABAMA.

ROUTE No. 7006.

From Montgomery to Gunter's Landing, 80 miles, and back.

Contractor J. R. Powell having abandoned the service, contract ordered with E. H. Metcalf, July 23, 1857, at \$16,370 per annum, from July 1, 1857, to June 30, 1858.

Leave Montgomery daily at 8 a. m. and 4 p. m.; arrive at Wetumpka by 10½ a. m. and 6½ p. m.

Leave Wetumpka daily at 8 a. m. and 2 p. m.; arrive at Montgomery by 10½ a. m. and 4½ p. m.

Leave Wetumpka daily at 11 a. m.; arrive at Jacksonville next day by 5 p. m.

Leave Jacksonville daily at 7½ a. m.; arrive at Wetumpka next day by 1½ p. m.

For part of route *via* Mount Polk, (Gadsden branch :)

Leave Jacksonville Monday, Wednesday, and Friday, at 6 a. m.; arrive at Gunter's Landing same days by 10½ p. m.

Leave Gunter's Landing Tuesday, Thursday, and Sunday, at 7 a. m.; arrive at Jacksonville same days by 11½ p. m.

For part *via* Goshen, (Blue Pond branch :)

Leave Jacksonville Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Gunter's Landing same days by 10½ p. m.

Leave Gunter's Landing Wednesday, Friday, and Monday, at 7 a. m.; arrive at Jacksonville same days by 11½ p. m.

ROUTE No. 7019.

From Crawford to Columbus, 14 miles, and back, once a week.

Contract transferred from Thomas Edge to John Bishop, April 1, 1857, at \$260 per annum, to June 30, 1858.

Leave Crawford every Monday, Wednesday, and Friday, at 7 a. m.; arrive at Columbus by 10½ a. m.

Leave Columbus every Monday, Wednesday, and Friday, at 12 m.; arrive at Crawford by 3½ p. m.

ROUTE No. 7023.

From Columbus to Chunenuggee, 58½ miles, and back, daily to Guerryton, by railroad, and four-horse coach residue; with side supply, twice a week, of Sandfort, Uchee, Hernando, and Knon.

Contract ordered with Appleton Haygood, February 27, 1857, at \$2,000 per annum, railroad and four-horse coach : commenced March 10, 1857, to expire June 30, 1858.

Leave Columbus daily at 1 p. m.; arrive at Chunenuggee next day by 2 a. m.

Leave Chunenuggee daily at 10 p. m.; arrive at Columbus next day by 12 m.

ROUTE No. 7028.

From Fredonia to Goldville, 4½ miles, and back, once a week.

Contractor having died, a contract ordered with John W. Dean, September 18, 1856, from October 2, 1856, to June 30, 1858, at \$235 per annum.

Leave Fredonia every Tuesday at 5 a. m.; arrive at Goldville by 7 p. m.

Leave Goldville every Monday at 5 a. m.; arrive at Fredonia by 7 p. m.

ROUTE No. 7040.

From Ashville to Montevallo, 67½ miles, and back, once a week.

Contract transferred from Jesse Montgomery to George Ross, May 20, 1857, at \$274 per annum: from April 1, 1857, to June 30, 1858.

Leave Ashville every Monday at 6 a. m.; arrive at Montevallo next day by 12 m.

Leave Montevallo every Tuesday at 1 p. m.; arrive at Ashville next day by 7 p. m.

ROUTE No. 7049.

From Blountsville to Bennettsville, 35 miles, and back, once a week.

Contract transferred from Robert Hendrick to J. W. Musgrove, July 30, 1856, at \$149 per annum; and again, December 5, 1856, to A. B. Moody, at \$149 per annum: from October 1, 1856, to June 30, 1858.

Leave Blountsville every Monday at 5 a. m.; arrive at Bennettsville by 7 p. m.

Leave Bennettsville every Tuesday at 5 a. m.; arrive at Blountsville by 7 p. m.

ROUTE No. 7086.

From Frankfort to Pleasant Site, 19 miles, and back, once a week.

James Conner having abandoned service, contract ordered with J. C. Hutcheson, March 24, 1857, at \$73 per annum, to expire June 30, 1858.

Leave Frankfort Saturday at 1 p. m.; arrive at Pleasant Site by 7 p. m.

Leave Pleasant Site Saturday at 6 a. m.; arrive at Frankfort by 12 m.

ROUTE No. 7102.

From Tuscaloosa to Greensboro', 41 miles, and back, six times a week.

Contract transferred from R. Jamison to Jamison & Ficklin, from October 29, 1856, at \$1,148, 000: from October 1, 1856, to June 30, 1858.

Leave Tuscaloosa daily, except Monday, at 7 a. m.; arrive at Greensboro' by 4 p. m.

Leave Greensboro' daily, except Sunday, at 8 p. m.; arrive at Tuscaloosa next day by 6 a. m.

ROUTE No. 7110.

From Columbiana to Talladega, 40½ miles, and back, six times a week.

Harrington & Barnes having failed, contract ordered with John Donohoo, October 14, 1856, at \$2,400, four-horse coach, to expire June 30, 1858.

Leave Columbiana daily, except Sunday, at 3½ p. m.; arrive at Talladega next day by 1 a. m.

Leave Talladega daily, except Sunday, at 7 p. m.; arrive at Columbiana next day by 6 a. m.

ROUTE No. 7133.

From Linden to Coffeeville, 55 miles, and back, three times a week.

Contract transferred from J. P. McDuffie and W. F. McClinton to W. F. McClinton, November 13, 1856, at \$1,190: from October 1, 1856, to June 30, 1858.

Leave Linden Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Coffeeville by 12 p. m.

Leave Coffeeville Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Linden by 12 p. m.

ROUTE No. 7134.

From Linden to Jefferson, 9 miles, and back, twice a week.

Contract transferred from P. A. Savage to Thomas J. Adams, January 1, 1857, at \$150 per annum, to expire June 30, 1858.

Leave Linden Tuesday and Saturday at 12 m.; arrive at Jefferson by 4½ p. m.

Leave Jefferson Tuesday and Saturday at 4½ p. m.; arrive at Linden by 7 p. m.

ROUTE No. 7139.

From Coffeeville to Mount Vernon, 75 miles, and back, three times a week.

Contract transferred from James L. Beckham to William F. Brunson, at \$1,834, 000, August 5, 1856: from July 1, 1856, to June 30, 1858.

Leave Coffeeville every Monday, Wednesday, and Friday, at 10 p. m.; arrive at Mount Vernon next days by 9 p. m.

Leave Mount Vernon Monday, Wednesday, and Friday, at 9 p. m.; arrive at Coffeeville next days by 8 p. m.

ROUTE No. 7144.

From Burnt Corn to Andalusia, 57 miles, and back, twice a week.

Contract transferred from Andrew J. Fletcher to Alfred Holley, from November 1, 1856, to June 30, 1858, at \$545, 000, per annum.

Leave Burnt Corn every Tuesday and Friday at 1 p. m. ; arrive at Andalusia next days by 6 p. m.

Leave Andalusia every Monday and Thursday at 6 a. m. ; arrive at Burnt Corn next days by 11 a. m.

ROUTE No. 7153.

From Troy to Clayton, 39 miles, and back, twice a week.

Contract transferred from R. H. Johnson to Felix Sternes, December 11, 1856, from October 1, 1856, to June 30, 1858, at \$510 per annum.

Leave Troy every Tuesday and Friday at 5 a. m. ; arrive at Clayton by 7 p. m.

Leave Clayton every Wednesday and Saturday at 5 a. m. ; arrive at Troy by 7 p. m.

ROUTE No. 7154.

From Gaines' Store to Andalusia, 39 miles, and back, once a week.

Contract transferred from John J. Jones to James Ward, January 20, 1857, at \$215, 000 : from October 1, 1856, to June 30, 1858.

Leave Gaines' Store Thursday at 6 a. m. ; arrive at Andalusia by 7 p. m.

Leave Andalusia every Wednesday at 6 a. m. ; arrive at Gaines' Store by 7 p. m.

ROUTE No. 7155.

From Troy to Geneva, 83½ miles, and back, twice a week.

Contract transferred from Robert H. Johnson to Andrew P. Love, June 25, 1857, at \$957, 000, per annum : from April 1, 1857, to June 30, 1858.

Leave Troy every Tuesday and Friday at 5 a. m. ; arrive at Geneva next days by 7 p. m.

Leave Geneva every Sunday and Wednesday at 5 a. m. ; arrive at Troy next days by 7 p. m.

ROUTE No. 7165.

From Abbeville to Barnes' Cross Roads, 29 miles, and back, once a week.

Contract transferred from J. H. Calloway to Duncan Lammons, August 12, 1856, at \$230, 000, per annum : from October 1, 1856, to June 30, 1858.

Leave Abbeville Saturday at 7 a. m. ; arrive at Barnes' Cross Roads by 5 p. m.

Leave Barnes' Cross Roads Friday at 7 a. m. ; arrive at Abbeville by 5 p. m.

ROUTE No. 7180.

From Eufaula to Skipperville, 35 miles, and back, once a week.

Contract transferred from J. Hosea Calloway to W. H. Roberts, August 5, 1856, from October 1, 1856, to June 30, 1858, at \$300 per annum.

Leave Eufaula Friday at 6 a. m. ; arrive at Skipperville by 6 p. m.

Leave Skipperville Saturday at 6 a. m. ; arrive at Eufaula by 6 p. m.

ROUTE No. 7187.

From Millville to Andalusia, 40 miles, and back, once a week.

Contract ordered with Andrew J. Fletcher, August 5, 1856, at \$230 per annum, to expire June 30, 1858.

Leave Millville Saturday at 8 a. m. ; arrive at Andalusia next day by 8 a. m.

Leave Andalusia Thursday at 5 p. m. ; arrive at Millville next day by 5 p. m.

ROUTE No. 7193.

From Mount Vernon to Mobile, 35 miles, and back, three times a week.

Contract transferred from Godfrey Jones to E. S. Barnett, September 24, 1856, at \$700 per annum : from August 19, 1856, to June 30, 1858.

Leave Mount Vernon Tuesday, Thursday, and Saturday, at 10 p. m.; arrive at Mobile next days by 8 a. m.

Leave Mobile Monday, Wednesday, and Friday, at 12 m.; arrive at Mount Vernon same days by 8½ p. m.

ROUTE No. 7200.

From Wesobulga to Warren, 26 miles, and back, once a week.

Contractor James M. Handley being a minor, contract ordered with Wm. A. Handley, at \$199 50 per annum, July 23, 1856, to expire June 30, 1858.

Leave Wesobulga Monday at 6 a. m.; arrive at Warren by 7 p. m.

Leave Warren Tuesday at 6 a. m.; arrive at Wesobulga by 7 p. m.

ROUTE No. 7201.

From Maysville to Winchester, 40 miles, and back, three times a week.

Contract ordered with John Hall & A. A. Rutherford, at \$799 per annum, April 23, 1856: to commence May 9, 1856; to expire June 30, 1858.

Leave Maysville Tuesday, Thursday, and Saturday, at 8½ a. m.; arrive at Winchester by 7½ p. m.

Leave Winchester Monday, Wednesday, and Friday, at 2½ p. m.; arrive at Maysville next days by 1 a. m.

ROUTE No. 7202.

From Somerville to Decatur, 16 miles, and back, three times a week.

Contract ordered with J. L. Cowley, July 9, 1856, from July 28, 1856, to June 30, 1858, at \$325 per annum.

Leave Somerville Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Decatur by 12 m.

Leave Decatur Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Somerville by 5 p. m.

ROUTE No. 7203.

From Daleville to Andalusia, 58 miles, and back, twice a week.

Contract ordered with J. Hosea Calloway, October 8, 1856, from November 20, 1856, to June 30 1857, at \$700 per annum.

Leave Daleville Tuesday and Friday at 1 p. m.; arrive at Andalusia next days by 6 p. m.

Leave Andalusia Monday and Thursday at 6 a. m.; arrive at Daleville next days by 12 m.

ROUTE No. 7203.—(*Advertisement of February 2, 1857.*)

From Daleville to Andalusia, 58 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Stephen F. Gafford.....	\$990.
Wm. G. Harper	975. 000.
Alfred Holly.....	750.
John Y. Register.....	600. 000. Accepted April 25, 1857.
John B. Edwards, (after time)..	1,098.

Contract made with John Y. Register, dated April 25, 1857, from July 1, 1857, to June 30, 1858, at \$600 per annum.

Leave Daleville Tuesday and Friday at 1 p. m.; arrive at Andalusia next days by 6 p. m.

Leave Andalusia Monday and Thursday at 6 a. m.; arrive at Daleville next days by 12 m.

ROUTE No. 7204.

From Gadsden to Bellefonte, — miles, and back, once a week.

Contract ordered with Daniel M. Martin, October 14, 1856, from October 27, 1856, to June 30, 1857, at \$500 per annum.

Contract made with Daniel M. Martin, dated April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$480 per annum.

Leave Gadsden Wednesday at 8 a. m.; arrive at Bellefonte next day by 6 p. m.

Leave Bellefonte Monday at 8 a. m.; arrive at Gadsden next day by 6 p. m.

ROUTE No. 7205.

From Mexico to Democrat, 12 miles, and back, once a week.

Contract ordered with Martin Roberts, December 5, 1856, from February 27, 1857, to June 30, 1858, at \$56 per annum.

Leave Mexico Friday at 8 a. m.; arrive at Democrat by 12 m.

Leave Democrat Friday at 1 p. m.; arrive at Mexico by 5 p. m.

ROUTE No. 7206.

From Abbeville to Big Creek, 42 miles, and back, once a week.

Bidder's name.	Sum per annum.
James A. Clendinen.....	\$269. <i>Accepted April 25, 1857.</i>

Contract made with James A. Clendinen, dated April 25, 1857, from July 1, 1857, to June 30, 1858, at \$269 per annum.

Leave Abbeville Wednesday at 7 a. m.; arrive at Big Creek by 8 p. m.

Leave Big Creek Thursday at 7 a. m.; arrive at Abbeville by 8 p. m.

ROUTE No. 7208.

From Andalusia to Williams' Mill, 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Plum and Jacob Vanway.	\$750.
Stephen F. Gafford	585.
Alfred Holley	350.
Josiah Jones	200.
Henry Williams.....	125.

Contract ordered with Henry Williams, June 16, 1857 : to commence July 21, 1857, to expire June 30, 1858.

Leave Andalusia Tuesday, at 5 a. m.; arrive at Williams' Mill by 12 m.

Leave Williams' Mill Tuesday at 1 p. m.; arrive at Andalusia by 8 p. m.

ROUTE No. 7209.

From Ashville to Blountsville, 32 miles, and back, once a week.

Bidder's name.	Sum per annum.
Reddin Hodges.....	\$300.

Contract made with Reddin Hodges, April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$300 per annum.

Leave Ashville Wednesday at 8 a. m.; arrive at Blountsville by 6 p. m.

Leave Blountsville Thursday at 8 a. m.; arrive at Ashville by 6 p. m.

ROUTE No. 7210.

From Beaverton to Thorn Hill, 44½ miles, and back, once a week.

Bidders' names.	Sum per annum.
A. Little	\$490.
J. B. Marchbanks.....	325.

Contract made with J. B. Marchbanks, dated April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$325 per annum.

Leave Beaverton Thursday at 6 a. m.; arrive at Thorn Hill by 7 p. m.

Leave Thorn Hill Friday at 6 a. m.; arrive at Beaverton by 7 p. m.

ROUTE No. 7211.

From Bennettsville to Ashville, 17 miles, and back, once a week.

Bidder's name.	Sum per annum.
Laban Ellis.....	\$100.

Contract made with Laban Ellis, dated April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$100 per annum.

Leave Bennettsville Thursday at 6 a. m.; arrive at Ashville by 12 m.

Leave Ashville Thursday at 1 p. m.; arrive at Bennettsville by 7 p. m.

ROUTE No. 7214.

From Columbiana to Cropwell, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Colliers.....	\$319.
(After time.)	
Benjamin F. Sawyer.....	390. (Received April 13, 1857.)
Richard H. Brasher.....	400. (Received April 13, 1857.)

Contract made with John Colliers, dated April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$319 per annum.

Leave Columbiana Thursday at 6 a. m.; arrive at Cropwell by 7 p. m.

Leave Cropwell Friday at 6 a. m.; arrive at Columbiana by 7 p. m.

ROUTE No. 7215.

From Crawford to Society Hill, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
Abel L. Robinson and Ebenezer A. Dozier.	\$125.

Contract made with Abel L. Robinson and Ebenezer A. Dozier, dated April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$125 per annum.

ROUTE No. 7219.

From Greenville to Andalusia, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
William L. Sims.....	\$983.
Peter Plumb and Jacob Vanway.	950.
John Rhodes.....	635.
Stephen F. Gafford.....	590.
Alfred Holley.....	500.

Contract made with Alfred Holley, April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$500 per annum.

Leave Greenville Wednesday at 1 p. m.; arrive at Andalusia next day by 4 p. m.

Leave Andalusia Tuesday at 6 a. m.; arrive at Greenville next day by 10 a. m.

ROUTE No. 7220.

From Greenville to Sparta, 54 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Plumb and Jacob Vanway.	\$1,250.
Nathan Bransford.....	1,000. No guaranty.
William L. Sims.....	965.
James J. Wilbrim.....	945.
Edward Lee.....	750.
Allen Page.....	667.
John Rhodes.....	665.
Stephen F. Gafford.....	590.

Contract made with Stephen F. Gafford, April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$590 per annum.

Leave Greenville Thursday at 8 a. m. ; arrive at Sparta next day by 12 m.

Leave Sparta Friday at 2 p. m. ; arrive at Greenville next day by 6 p. m.

ROUTE No. 7227.

From Marion to Randolph, 45 miles, and back, once a week.

Bidder's name.	Sum per annum.
Samuel R. Woods	\$400.

Contract made with Samuel R. Woods, April 25, 1857, to commence July 1 1857, to expire June 30, 1858, at \$400 per annum.

Leave Marion Monday at 6 a. m. ; arrive at Randolph next day by 10 a. m.

Leave Randolph Tuesday at 1 p. m. ; arrive at Marion next day by 4 p. m.

ROUTE No. 7228.

From Mobile to Donnelly's Mills, 26 miles, and back, once a week.

Bidder's name.	Sum per annum.
John W. Stewart	\$204, horse or horse and buggy ; schedule proposed. 308, twice a week ; schedule proposed ; says distance is 26 miles.

Contract made with John W. Stewart, April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$204 per annum.

Leave Mobile Wednesday at 3 p. m. ; arrive at Donnelly's Mills by 10 p. m.

Leave Donnelly's Mills Wednesday at 1 p. m. ; arrive at Mobile next day by 9 a. m.

ROUTE No. 7229.

From Mount Meigs to Line Creek, 19 miles, and back, once a week.

Contract ordered with Westley J. Pierce, July 11, 1857, to commence July 22, 1857, to expire June 30, 1858, at \$200 per annum.

(Schedule not given.)

ROUTE No. 7231.

From Newton to Geneva, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stephen F. Gafford.....	\$594.
Benjamin F. Price	425.
W. H. Roberts.....	300.
John F. Adams.....	219, schedule changed ; no guaranty.
John Y. Register	170. 000.

Contract made with John Y. Register, April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$170, 000, per annum.

Leave Newton Friday at 7 a. m. ; arrive at Geneva by 5 p. m.

Leave Geneva Tuesday at 7 a. m. ; arrive at Newton by 5 p. m.

ROUTE No. 7232.

From Oak Bowery to Dudleyville, 16 miles, and back, once a week.

Bidder's name.	Sum per annum.
William W. Carlisle.....	\$148.

Contract made with William W. Carlisle, April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$148 per annum.

Leave Oak Bowery Tuesday at 7 a. m. ; arrive at Dudleyville by 12 m.

Leave Dudleyville Thursday at 1 p. m. ; arrive at Oak Bowery by 6 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 7236.

From Perote to Monticello, 11 miles, and back, once a week.

Bidders' names.	Sum per annum.
Appleton Haygood.....	\$550, to consolidate through route and 7195, with three times a week service to Union Springs, and twice a week residue; schedule proposed; no guaranty.
	100.
Jeremiah Frazer.....	100, rest at Monticello.
(After time.)	
William M. Johnson.....	145. (Received April 10, 1857.)
James W. Harpe.....	130. (Received April 9, 1857.)

Contract made with Jeremiah Frazer, April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$100 per annum.

Leave Perote Friday at 1 p. m.; arrive at Monticello by 5 p. m.

Leave Monticello Friday at 8 a. m.; arrive at Perote by 12 m.

ROUTE No. 7237.

From Skipperville to Newton, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stephen F. Gafford	\$584.
Benjamin F. Price	289.
W. H. Roberts.....	150.
S. H. Woods	150. No guaranty. (See postmaster's certificate.)
Michael Deason	145.
	135. No guaranty.
John Y. Register.....	125. 000.
John F. Adams, (after time)....	188, schedule proposed; no guaranty. (Received April 2, 1857.)

Contract made with John Y. Register, April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$125, 000, per annum.

Leave Skipperville Saturday at 1 p. m.; arrive at Newton by 7 p. m.

Leave Newton Saturday at 6 a. m.; arrive at Skipperville by 12 m.

ROUTE No. 7238.

From Waverly to Wind Creek, 20 miles, and back, once a week.

Bidder's name.	Sum per annum.
W. W. Carlisle.....	\$198.

Contract made with W. W. Carlisle, April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$198 per annum.

Leave Waverly Saturday at 1½ p. m.; arrive at Wind Creek by 7½ p. m.

Leave Wind Creek Friday at 6 p. m.; arrive at Waverly next day by 12 m.

ROUTE No. 7239.

From Weedowee to Franklin, 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
Frederick Ricke	\$300.
William W. Carlisle.....	298.
Abel L. Robinson and Ebenezer A. Dozier	297.
Timothy L. Pittman.....	274. 000.
David A. Perryman	220. 000.
Alanson Bowen.....	194.

CONTRACTS FOR CARRYING THE MAILS.

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Contract made with Alanson Bowen, April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$194 per annum.

Leave Weedowee Thursday at 7 a. m. ; arrive at Franklin by 4 p. m.

Leave Franklin Friday at 7 a. m. ; arrive at Weedowee by 4 p. m.

ROUTE No. 7240.

From West Point to Weedowee, 42 miles, and back, twice a week.

Bidders' names.	Sum per annum.
F. L. Henderson	\$2,000 00, two-horse close hacks, three times a week ; schedule proposed ; no guaranty.
Tyre Manley	1,000 00, horse and vehicle, if necessary.
	1,500 00, twice a week ; horse and vehicle, if necessary.
John H. Bragan and M. J. Harris	968 00 ; or
	1,275 00, twice a week ; one guarantor.
	1,670 00, twice a week, two-horse coach, or horse ; one guarantor.
	1,800 00, three times a week, two-horse coach, or horse ; one guarantor.
F. Ricke.....	849 75, twice a week.
	1,749 00, twice a week, on wheels.
David A. Perryman	680 00, ⁰⁰⁰ , twice a week ; schedule proposed.
J. M. Hightower	499 00.
W. W. Carlisle	490 00, buggy.
A. L. Robinson and E. A. Dozier.	339 00.
Alanson Bowen	274 00.
	540 00, semi-weekly.

Contract made with Alanson Bowen, April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$540 per annum. (Semi-weekly service.)

Leave West Point Tuesday and Saturday at 5 a. m. ; arrive at Weedowee by 8 p. m.

Leave Weedowee Monday and Friday at 5 a. m. ; arrive at West Point by 8 p. m.

ROUTE No. 7241.

From Wetumpka to Sylacauga, 66 miles, and back, three times a week.

Bidders' names.	Sum per annum.
R. H. Albright and W. Patterson	\$3,500, three times a week ; weight of mail not to be over 60 pounds.
	1,595, weight of mail not to be over 60 pounds.
James R. Powell.....	850.
	2,050, three times a week.
	4,900, three times a week, two-horse coach.
	7,800, three times a week, four-horse coach.
Ashworth W. McBroyer	600, changed schedule. (Query certificate.)
Thomas M. Steed.....	395.
	900, three times a week.
John B. Edwards, (after time) ..	648. (Received April 14, 1857.)

Contract made with Thomas M. Steed, April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$395 per annum, with the right to accept at \$900 per annum.

Leave Wetumpka Monday, Wednesday, and Friday, at 7 a. m. ; arrive at Sylacauga next days by 7 p. m.

Leave Sylacauga Monday, Wednesday, and Friday, at 7 a. m. ; arrive at Wetumpka next days by 7 p. m.

ROUTE No. 7242.

From Winchester to Linden, 65 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William Kirkland	\$1,887.
(After time.)	
John Toomey	2,300, extend to Uniontown. (Received April 17, 1857.)
	1,800. (Received April 17, 1857.)

Contract made with William Kirkland, April 25, 1857, to commence July 1, 1857, to expire June 30, 1858, at \$1,887 per annum.

Leave Winchester Monday, Wednesday, and Friday, at $\frac{1}{2}$ p. m.; arrive at Linden next Wednesday, Friday, and Monday, by 12 m.

Leave Linden Monday, Wednesday, and Friday, at $\frac{1}{2}$ p. m.; arrive at Winchester next Wednesday, Friday, and Monday, by 12 m.

ROUTE No. 7243.

From Bellefonte to Guntersville, 37 miles, and back, three times a week.

Contract ordered with Daniel M. Martin, March 21, 1857, at \$1,100, two-horse hack, to expire June 30, 1858.

Leave Bellefonte Monday, Wednesday, and Friday, at $6\frac{1}{2}$ a. m.; arrive at Guntersville by 8 p. m.

Leave Guntersville Tuesday, Thursday, and Saturday, at $6\frac{1}{2}$ a. m.; arrive at Bellefonte by 8 p. m.

ROUTE No. 7244.

From Madison Station to Triana, 9 miles, and back, three times a week.

Contract ordered with Charles C. Gordon, March 20, 1857, at \$200 per annum, to expire June 30, 1858.

Leave Madison Station Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Triana by 5 p. m.

Leave Triana Tuesday, Thursday, and Saturday at 10 a. m.; arrive at Madison Station by 1 p. m.

ROUTE No. 7246.

From Somerville to Monroe, 6 miles, and back, once a week.

Contract ordered with Nathan Fletcher, April 25, 1857, at \$40 per annum, to expire June 30, 1858.

Leave Somerville Monday at 10 a. m.; arrive at Monroe by $11\frac{1}{2}$ a. m.

Leave Monroe Monday at 8 a. m.; arrive at Somerville by $9\frac{1}{2}$ a. m.

ROUTE No. 7247.

From Chickasaw to Dickson, 11 miles, and back, twice a week.

Contract ordered with S. C. Ross, June 5, 1857, at \$119 per annum, to expire June 30, 1858.

Leave Chickasaw Tuesday and Friday at 8 a. m.; arrive at Dickson by 12 m.

Leave Dickson Tuesday and Friday at 1 p. m.; arrive at Chickasaw by 5 p. m.

ROUTE No. 7248.

From Toll Gate to Aberdeen, 48 miles, and back, twice a week.

Contract ordered with Lewis F. May, June 16, 1857, at \$550 per annum, to expire June 30, 1858.

Leave Toll Gate Wednesday and Saturday at 5 a. m.; arrive at Aberdeen next Thursday and Monday by 12 m.

Leave Aberdeen Monday and Thursday at 1 p. m.; arrive at Toll Gate next days by 6 p. m.

ROUTE No. 7249.

From Butler to Quitman, 42 miles, and back, twice a week.

Contract ordered with A. G. Horn, June 30, 1857, at \$650 per annum, to expire June 30, 1858.

Leave Butler Wednesday and Saturday at 2 p. m.; arrive at Quitman Thursday and Monday by 6 p. m.

Leave Quitman Tuesday and Friday at 9 a. m.; arrive at Butler next days by 1 p. m.

SPECIAL SERVICE FOR ALABAMA.

[This service commences from date of authority, and terminates June 30, 1858.]

Commerce from Cokerville, 5 miles, and back, once a week.
Service authorized January 28, 1857, at \$32 : limited to net proceeds.

Tranquillity from Ball Play, 9 miles, and back, once a week.
Service authorized October 9, 1856, at \$60 : limited to net proceeds.

Valhermos from Somerville, 10 miles, and back, once a week.
Service authorized March 13, 1857, at \$60 : limited to net proceeds.

Valverdi from Union Springs, 8 miles, and back, once a week.
Service authorized April 23, 1857, at \$52 : limited to net proceeds.

STATE OF FLORIDA.

ROUTE No. 6815.

From New River to Middleburg, 30 miles, and back, once a week.

Contract transferred from Andrew Y. Allen to James F. B. McKinney, July 1, 1856, at \$189 per annum, to June 30, 1859.
Leave New River Wednesday at 7 a. m.; arrive at Middleburg same day by 7 p. m.
Leave Middleburg Thursday at 7 a. m.; arrive at New River same day by 7 p. m.

ROUTE No. 6826.

From Homasassa to Long Pond, 60 miles, and back, once a week.

Contract ordered with John J. Wester, in place of J. E. Allen, April 4, 1857, and commenced April 30, 1857, at \$600 per annum, to June 30, 1859.
Leave Homasassa Tuesday at 6 a. m.; arrive at Long Pond next day by 6 p. m.
Leave Long Pond Sunday at 6 a. m.; arrive at Homasassa next day by 6 p. m.

ROUTE No. 6836.

From Tallahassee to Ridleysville, and back, once a week.

Contract ordered with Moses Beesley, October 22, 1856, commence November 11, 1856, at \$400 per annum, to June 30, 1859.
Leave Tallahassee Wednesday at 9 a. m.; arrive at Moses Beesley's next day by 6 p. m.
Leave Moses Beesley's Thursday at 7 a. m.; arrive at Ridleysville by 3 p. m.
Leave Ridleysville Thursday at 4 p. m.; arrive at Moses Beesley's next day by 12 m.
Leave Moses Beesley's Tuesday at 5 a. m.; arrive at Tallahassee next day by 8 a. m.

ROUTE No. 6843.

From Chattahoochee to Milton, and back, twice a week.

Contract transferred from W. T. Stockton to George D. Fisher, February 1, 1857, at \$3,275,000, per annum, to June 30, 1859.
Leave Chattahoochee Tuesday and Saturday at 8 p. m.; arrive at Milton next Friday and Tuesday by 9½ a. m.
Leave Milton Tuesday and Friday at 2 p. m.; arrive at Chattahoochee next Thursday and Sunday by 5 p. m.

ROUTE No. 6847.

From Mariana to St. Andrew's Bay, 57 miles, and back, once a week.

Contract of A. D. McKinnon annulled, and a contract ordered with Turner Caraway, October 8, 1857, at \$361 per annum; Turner Caraway declining, a contract ordered with James Witherspoon, October 22, 1856, at \$361 per annum, to June 30, 1859. Contract transferred from James Witherspoon to Josephus Gainer, May 11, 1857, at \$361 per annum, to expire June 30, 1859.

Leave Mariana Thursday at 6 a. m.; arrive at St. Andrew's Bay next day by 8 p. m.
 Leave St. Andrew's Bay Tuesday at 6 a. m.; arrive at Mariana next day by 8 p. m.

ROUTE No. 6852.

From New Orleans to Key West, 1,000 miles, and back, twice a month, in steamboats.

E. G. & L. F. Rogers having failed, a contract ordered with Walter L. Cozzens, October 10, 1856, at \$48,000 per annum, in low-pressure steamboats. W. L. Cozzens having failed, contract ordered with J. M. Howell, Geo. Whittier, — Pittfield, G. W. Patterson, Samuel Fullerton, J. F. George, J. Rose & Co., January 23, 1857, at \$70,000 per annum; the order for which contract was rescinded March 14, 1857, and a contract of the same date ordered with John B. Camden, at \$70,000 per annum, in first class side-wheel steamers of not less than 400 tons. John B. Camden having failed, contract ordered with the Southern Steamship Company (E. J. Hart president,) May 26, 1857: to commence May 12, 1857, to expire June 30, 1859, at \$70,000 per annum, in first class side-wheel steamers of 400 tons.

Leave New Orleans on the 12th and 26th of each month; arrive at Key West on the 22d and 6th.

Leave Key West on the 12th and 26th of each month; arrive at New Orleans on the 22d and 6th.

ROUTE No. 6856.

From Magnolia Mills to Newnansville, 63 miles, and back, twice a week.

Joseph B. Coker, original contractor, having died, contract ordered with S. F. Halliday September 27, 1856, and transferred by him, June 8, 1857, to Mitchell Kirkland, at \$1,033 per annum, from April 1, 1857, to June 30, 1859.

Leave Magnolia Mills Sunday and Wednesday at 12 p. m.; arrive at Newnansville next days by 9 p. m.

Leave Newnansville Tuesday and Friday at 5 a. m.; arrive at Magnolia Mills next days by 4 p. m.

ROUTE No. 6857.—(*Advertised June 12, 1856.*)

From Alligator to Bay Port, 310 miles, and back, twice a month, in steamboats.

Bidders' names.	Sum per annum.
Wm. P. Pigman.....	\$8,000, schedule proposed.
E. H. Richards.....	7,500, schedule proposed.
James Tucker.....	7,000, schedule proposed. <i>Accepted September 19, 1856.</i>
Wm. P. Pigman, (after time)...	11,990, weekly; schedule proposed. (Received September 8, 1856.)

Contract made with James Tucker, September 19, 1856, from October 1, 1856, to June 30, 1859, at \$7,000 per annum.

Leave Alligator on the 12th and 26th of each month at 6 a. m.; arrive at Atsena Otie on the 14th and 28th, and at Bay Port on the 18th and 2d.

Leave Bay Port on the 19th and 3d of each month at 6 a. m.; arrive at Alligator on the 24th and 10th.

ROUTE No. 6859.—(*Advertised October 11, 1856.*)

From Jacksonville to Alligator, 70 miles, and back, twice a week, in four-horse coaches.

Bidders' names.	Sum per annum.
Hubbard L. Hart.....	\$5,600.
William M. Lee and Thomas C. Pridgeon.	3,940.
P. A. Stockton.....	2,985, four-horse coach. <i>Accepted November 15, 1856.</i>

Contract made with P. A. Stockton, dated November 25, 1856, from January 1, 1857, to June 30, 1859, at \$2,985 per annum, in four-horse coaches.

Leave Jacksonville Sunday and Wednesday at 7 p. m.; arrive at Alligator next days by 1 p. m.

Leave Alligator Monday and Thursday at 8 a. m.; arrive at Jacksonville next days by 2 a. m.

ROUTE No. 6860.

From Atsena Otie to New Orleans, — miles, and back, three times a week, in steamers.

Bidders will propose a schedule of departures and arrivals, and will state the least time in which they will guaranty to perform the trip.

Proposals for daily service will be considered.

Bidder's name.	Sum per annum.
Florida Railroad Company, David L. Yulee, president.	\$110,000, through in 38 hours; schedule to be arranged with department; or 300,000 for the service on this route and on 6861, with tri-weekly railroad service between Cedar Key and Fernandina, forming a continuous route between New York and New Orleans—the mails to be conveyed through, in either direction, within five days: to commence on completion of railroad between Cedar Key and Fernandina, and terminate June 30, 1859; but to be renewed on same terms for four years from that date: or 500,000 for daily service similar to that above described, with same conditions.

(Not let.)

ROUTE No. 6861.

From Fernandina to New York, — miles, and back, three times a week, in steamers.

Bidders will propose a schedule, and state the least time in which they will guaranty to perform the trip.

Bidder's name.	Sum per annum.
Florida Railroad Company, David L. Yulee, president.	\$165,000, through in 75 hours; schedule to be arranged with department; or 300,000 for the service on this route and on 6860, with tri-weekly railroad service between Cedar Key and Fernandina, forming a continuous route between New York and New Orleans—the mails to be conveyed through, in either direction, within five days: to commence on completion of railroad between Cedar Key and Fernandina, and terminate June 30, 1859; but to be renewed on same terms for four years from that date; or 500,000 for daily service similar to that above described, with same conditions.

(Not let.)

ROUTE No. 6862.

From Fort Gates to Long Pond, 70 miles, and back, once a week.

Contract made with David L. White, jr., October 19, 1857, at \$300 per annum, to run between Fort Gates and Orange Lake, 30 miles, and back, once a week.

Leave Fort Gates Monday at 12 m.; arrive at Orange Lake next day by 10 a. m.

Leave Orange Lake Tuesday at 12 m.; arrive at Fort Gates next day by 11 a. m.

ROUTE No. 6863.

From Jacksonville to Traders' Hill, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
James W. Oliver.....	\$389. Accepted April 25, 1857.
Charles F. Cane.....	587.

Contract made with James W. Oliver, dated April 25, 1857, from July 1, 1857, to expire June 30, 1859, at \$389 per annum.

Leave Jacksonville Tuesday at 1 p. m.; arrive at Traders' Hill next day by 6 p. m.

Leave Traders' Hill Monday at 6 a. m.; arrive at Jacksonville next day by 12 m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 6864.

From Mariana to Ocheesee, 22 miles, and back, in two-horse coaches; three times a week from October 15 to June 15, and twice a week the residue of the year.

Bidders' names.	Sum per annum.
Wm. Nickles and H. O. Bassett ..	\$1,000, two-horse coach. (Informal.)
James F. McClellan.....	990, two-horse coach.
David Felton.....	840, two-horse coach.
George D. Fisher.....	874, two-horse coach.
Charles R. Gregory.....	600, two-horse hack. <i>Accepted April 25, 1857.</i>

Contract made with Charles R. Gregory, dated April 25, 1857, from July 1, 1857, to June 30, 1859, at \$600 per annum.

(From 15th October to 15th June.)

Leave Mariana Monday, Wednesday, and Friday, at 1 p. m.; arrive at Ocheesee by 7 p. m.

Leave Ocheesee Monday, Wednesday, and Friday, at 6 a. m.; arrive at Mariana by 12 m.

(From 15th June to 15th October.)

Leave Mariana Tuesday and Friday at 3 p. m.; arrive at Ocheesee by 10 p. m.

Leave Ocheesee Tuesday and Friday at 8 a. m., or after arrival of mails from Apalachicola; arrive at Mariana by 2 p. m.

ROUTE No. 6865.

From Pensacola to Greenville, 150 miles, and back, twice a week.

Bidders will name intermediate points. Proposals for weekly service, with longer running time, will be considered.

Bidders' names.	Sum per annum.
Celestine Gonzalez.....	\$7,500. 000.
G. D. Fisher and W. B. Armos..	3,900, 000, <i>via</i> Milton, Fla., Nathansville, Fort Crawford, Sparta, and Evergreen.
	4,700, 000, <i>via</i> Belleville and Burnt Corn, Alabama.
Stephen F. Gafford.....	1,984, <i>via</i> Sparta and Evergreen.
(Not let.)	

ROUTE No. 6866.

From Quincy to Ridleysville, 40 miles, and back, once a week.

Bidders will state the distance, and propose a schedule of departures and arrivals.

Bidders' names.	Sum per annum.
James M. Smith.....	\$540 00, schedule proposed; distance 35 miles.
Thomas D. Wilson.....	444 00, schedule proposed; distance 40 miles.
David Bensley.....	309 00, schedule proposed; distance 40 miles.
Joseph Shepard.....	300 00, schedule proposed.
Owen W. Pittman, (after time)..	423 50, schedule proposed; distance 45 miles. (Received April 4, 1857.)
(Not let.)	

ROUTE No. 6867.

From Sopchoppy to White Bluffs, — miles, and back, once a week.

Bidders will state the distance, and propose a schedule.
(No bidders.)

ROUTE No. 6868.

From Wacahootie to Atsena Otie, 60 miles, and back, once a week.

Proposals are invited for semi-weekly service, in two-horse coaches; the round trip to be made in three days. Proposals for weekly service, to commence at Long Pond, will also be considered.

Bidders' names.	Sum per annum.
F. Conolly and C. Bless.....	\$3,300, ? two-horse hack.
(Not let)	

ROUTE No. 6869.

From Welaka to Pilatka, 25 miles, and back, once a week.

Contract ordered with Lewis C. Gaines, January 10, 1857, at \$208, (steamboat, row-boat, or horse;) but he having declined, contract ordered with Norman McRae, June 8, 1857, at \$208 per annum, in steamboat, row-boat, or horse.

Leave Welaka Saturday at 8 a. m.; arrive at Pilatka same day by 6 p. m.

Leave Pilatka Friday at 8 a. m.; arrive at Welaka same day by 6 p. m.

ROUTE No. 6870.

From Tallahassee to St. Mark's, 21½ miles, six times a week, from October 1 to May 1, and three times a week the residue of each year.

Contract ordered with the Tallahassee Railroad Company, (E. Houston president,) May 25, 1857, at \$1,087 50 per annum.

October 1 to May 1.

Leave Tallahassee daily, except Sunday, at 7½ a. m.; arrive at St. Mark's by 10 a. m.

Leave St. Mark's same days at 2 p. m.; arrive at Tallahassee by 4 p. m.

May 1 to October 1.

Leave Tallahassee Monday, Wednesday, and Friday, at 7½ a. m.; arrive at St. Mark's by 10 a. m.

Leave St. Mark's same days at 2 p. m.; arrive at Tallahassee by 4 p. m.

STATE OF LOUISIANA.

ROUTE No. 7792a.

From Lake Providence to Milliken's Bend, 25 miles, and back, twice a week.

Contract ordered with James M. Galloway, dated October 23, 1856, at \$595 per annum: service commencing November 8, 1856, to expire June 30, 1858.

ROUTE No. 7738.

From Harrisonburg to Natchez, 43 miles, and back, six times a week.

Benjamin Vaughan having failed, contract made with Thomas M. Morris, dated October 18, 1856, at \$3,900 per annum: service commenced October 29, 1856, and expires June 30, 1858.

Leave Harrisonburg daily, except Sunday, at 6 a. m.; arrive at Natchez next day by 6 a. m.

Leave Natchez daily, except Sunday, at 5 p. m.; arrive at Harrisonburg next day by 5 p. m.

ROUTE No. 7740.

From Water Proof to Kirk's Ferry, 15 miles, and back, twice a week.

Contractor Robert Gouge having died, contract made with R. Woods, dated May 22, 1857, at \$200 per annum: to commence from April 13, 1857, and expire June 30, 1858.

Leave Water Proof every Monday at 9 a. m.; arrive at Kirk's Ferry same day by 12 m.

Leave Kirk's Ferry every Monday at 1 p. m.; arrive at Water Proof same day by 7 p. m.

ROUTE No. 7769.

From Natchitoches to Monroe, 90 miles, and back, once a week.

W. W. Shelby having abandoned this service, contract made with W. B. Taylor, dated May 26, 1857, at \$950 per annum : to commence from April 1, 1857, and expire June 30, 1858.

Leave Natchitoches every Monday at 7 a. m.; arrive at Monroe every Wednesday by 12 m.
Leave Monroe every Thursday at 8 a. m.; arrive at Natchitoches every Saturday by 2 p. m.

ROUTE No. 7718.

From Assumption to Homer, 34 miles, and back, twice a week, with two additional weekly trips to Thibodeaux.

Contract transferred to B. F. Holden by A. M. Lesseune, dated June 25, 1857, at \$949 per annum : to commence from April 1, 1857, and expire June 30, 1858.

Leave Assumption every Monday, Wednesday, and Friday, at 10 a. m.; arrive at Homer same days by 8 p. m.

Leave Homer every Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Assumption same days by 4 p. m.

ROUTE No. 7772.

From Farmersville to Homer, 45 miles, and back, once a week.

Contract transferred to D. C. Morrison by W. J. Ramsey, dated November 25, 1856, at \$360 per annum : to commence from October 1, 1856, and expire June 30, 1858.

Leave Farmersville every Thursday at 3 p. m.; arrive at Homer next day by 5 a. m.

Leave Homer every Saturday at 7 a. m.; arrive at Farmersville same day by 9 p. m.

ROUTE No. 7773.

From Farmersville to Forksville, 25 miles, and back, once a week.

Contract transferred to D. C. Morrison by W. J. Ramsey, dated November 25, 1856, at \$240 per annum : to commence from October 1, 1856, and expire June 30, 1858.

Leave Farmersville every Wednesday at 7 a. m.; arrive at Forksville same day by 5 p. m.

Leave Forksville every Thursday at 7 a. m.; arrive at Farmersville same day by 9 p. m.

ROUTE No. 7809.

From New Orleans to Cairo, 1,075 miles, and back, daily, in safe and suitable steamboats.

Contract transferred to Patterson, Brannon & Holladay by Eastham, Gaines & Woodburn, dated June 8, 1857, at \$329,000 per annum : to commence April 1, 1857, and expire June 30, 1858.

Leave New Orleans daily at 5 p. m.; arrive at Cairo in six days by 5 p. m.

Leave Cairo daily at 5 p. m.; arrive at New Orleans in five days by 5 p. m.

ROUTE No. 7816.

From Vermillionville to Cottrell's, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
James B. Price	\$999.
Wm. Cottrell	450, two-horse vehicle.
	350, as invited.
Samuel Kashaw	300, as invited.
Victor Treville Landry	250, conveyance suitable to the weather. <i>Accepted</i>
	<i>April 25, 1857.</i>

Contract made with Victor Treville Landry, dated April 25, 1857, at \$250 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Vermillionville Tuesday at 1 p. m.; arrive at Cottrell's next day by 11 p. m.

Leave Cottrell's Monday at 4 a. m.; arrive at Vermillionville next day by 12 m.

ROUTE No. 7817.

From Lake Providence to Bastrop, 48 miles, and back, once a week.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.	
John W. Graves.....	\$1,150.	States distance at 70 miles.
Robert A. Phelps	620.	Reversed schedule. (60 miles.) <i>Accepted April 25, 1857.</i>
Sanders D. Oliver, (after time)...	1,000.	(Received April 11, 1857.)

Contract made with Robert A. Phelps, dated April 25, 1857, at \$620 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Lake Providence Tuesday at 2 p. m. ; arrive at Bastrop next day by 10 p. m.

Leave Bastrop Monday at 6 a. m. ; arrive at Lake Providence next day by 12 m.

ROUTE No. 7818.

From Pecan Grove to Floyd, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.	
<i>After time.</i>		
S. D. Oliver.....	\$700.	000. (Received April 11, 1857.)
	300.	(Received April 11, 1857.)
Charles M. McLeod	234.	(Received April 4, 1857.)
	700,	three times a week ; coach portion of the time.
		<i>Accepted April 25, 1857.</i>

Contract made with Charles M. McLeod, dated April 25, 1857, at \$700 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Pecan Grove Monday, Wednesday, and Friday, at 8 a. m. ; arrive at Floyd same day by 12 m.

Leave Floyd Monday, Wednesday, and Friday, at 1 p. m. ; arrive at Pecan Grove same day by 5 p. m.

ROUTE No. 7819.

From Marion to Homer, 66 miles, and back, once a week.

Bidders' names.	Sum per annum.	
Bryant Jones.....	\$650.	Schedule proposed.
Daniel C. Morrison.....	640.	<i>Accepted April 25, 1857.</i>
John W. Hayes	580.	No guaranty.
Walter B. Dearing.....	350,	end at Spearville
	600,	twice a week ; end at Spearville. No certificate.
<i>After time.</i>		
William Fletcher.....	794.	(Received April 18, 1857.)

Contract made with Daniel C. Morrison, dated April 25, 1857, at \$640 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Marion Monday at 8 a. m. ; arrive at Homer Tuesday by 6 p. m.

Leave Homer Wednesday at 8 a. m. ; arrive at Marion Thursday by 6 p. m.

ROUTE No. 7820.

From Harrisonburg to Good Water, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.	
J. N. Anderson	\$700.	
R. L. Fox	650.	
John W. Frazer.....	445.	
Isaac H. Little.....	400.	<i>Accepted April 25, 1857.</i>
<i>(After time.)</i>		
John Dasher.....	650.	(Received April 6, 1857.)
Daniel Kirkland & Samuel A. Dunlap.	480.	(Received April 8, 1857.)

Contract made with Isaac H. Little, dated April 25, 1857, at \$400 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Harrisonburg Thursday at 5 a. m. ; arrive at Goodwater next day by 12 m.

Leave Good Water Friday at 1 p. m. ; arrive at Harrisonburg next day by 8 p. m.

ROUTE No. 7821.

From Clinton to Prospect Hill, 35 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Seaborn B. Kent.....	\$3,100, two-horse coach.
John Richards	1,850, two-horse coach.
George W. Wornack	1,800, two-horse coach, three times a week ; or 4,000, six times a week. (See certificate.)
J. H. Wright.....	1,638, two-horse coach. <i>Accepted April 25, 1857.</i> 3,276, two-horse coach, six times a week.
Henry A. Pipker	1,400, three times a week. 3,900, two-horse coach, three times a week. 2,400, six times a week.
John Richards	5,500, two-horse coach, six times a week,
John Corkern.....	1,124, two-horse buggy. 800.

Contract made with J. H. Wright, dated April 25, 1857, at \$1,638 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Clinton Tuesday, Thursday, and Saturday, at 2 a. m. ; arrive at Prospect Hill same days by 10 a. m.

Leave Prospect Hill Monday, Wednesday, and Friday, at 11½ a. m. ; arrive at Clinton same days by 9 p. m.

ROUTE No. 7822.

From Bastrop to Ashton, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. M. Bouton	\$1,000, schedule proposed, or end at Alexandria. 710, schedule proposed ; no guaranty or certificate.
Robert A. Phelps.....	570. <i>Accepted April 25, 1857.</i>

Contract made with Robert A. Phelps, dated April 25, 1857, at \$570 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Bastrop Thursday at 6 a. m. ; arrive at Ashton next day by 11 a. m.

Leave Ashton Friday at 12 m. ; arrive at Bastrop next day by 6 p. m.

ROUTE No. 7823.

From Columbia to Natchitoches, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hardy Mecom & Wm. Johnson.	\$1,350, end at Alexandria, and run by expedited schedule ; or 950, propose schedule.
John S. Gibson.....	990, propose schedule ; no guaranty.
Ucal Cottingham	975, end at Alexandria.
Isaac H. Little.....	750. 800, end at Alexandria. <i>Accepted April 25, 1857.</i>
(After time.)	
Hiram Fletcher	750, to Alexandria or Natchitoches. (Received April 18, 1857.)

Contract made with Isaac H. Little, dated April 25, 1857, at \$800 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Columbia Monday at 6 a. m. ; arrive at Alexandria next day by 12 m.

Leave Alexandria at 6 a. m. ; arrive at Columbia next day by 12 m.

ROUTE No. 7824.

From Lewisville to Orchard Grove, 46 miles, and back, once a week.

Bidders' names.	Sum per annum.
Bryant Jones.....	\$595, schedule proposed ; 70 miles. 393, schedule proposed ; 46 miles. 393, schedule proposed.

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Bidders' names.	Sum per annum.
Sanders Richardson, (after time) ..	\$600, schedule proposed; distance 50 miles. (Received April 2, 1857.)
Name not known, (after time) ..	899, distance supposed 100 miles. (Received April 18, 1857.)
Alexander Byrne, (after time) ..	260, schedule proposed. (Received May 20, 1857.)
(Not let.)	

ROUTE No. 7825.

From Franklinton to Davidson, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Absalom Hardy.....	\$350.
David Magee.....	295, schedule changed. <i>Accepted April 25, 1857.</i>
Kennith McLain, (after time) ..	265. Informal. (Received May 19, 1857.)

Contract made with David Magee, dated April 25, 1857, at \$295 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Franklinton Wednesday at 6 a. m.; arrive at Davidson same day by 8 p. m.

Leave Davidson Thursday at 6 a. m.; arrive at Franklinton same day by 8 p. m.

ROUTE No. 7826.

From Huddleston to Belmont, 75 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 7827.

From Lake Providence to Pecan Grove, 15 miles, and back, three times a week.

Bidder's name.	Sum per annum.
James M. Galloway.....	\$550. <i>Accepted April 25, 1857.</i> 1,100, extend to Milliken's Bend, 33 miles.

Contract made with James M. Galloway, dated April 25, 1857, at \$550 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Lake Providence Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Pecan Grove same days by 6 p. m.

Leave Pecan Grove Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Lake Providence same days by 12 m.

ROUTE No. 7828.

From Natchitoches to Shreveport, 100 miles, and back, once a week.

Bidders' names.	Sum per annum.
John S. Gibson.....	\$1,495, schedule proposed. 1,495, schedule proposed. <i>Accepted April 25, 1857.</i>
Isaac H. Little.....	1,500.
Sanders Richardson, (after time) ..	3,000. (Received April 2, 1857.)
Benjamin Walker, (after time) ..	2,800. (Received April 10, 1857.)
Benjamin G. Kenney, (after time)	1,500. (Received April 11, 1857.)

Contract made with John S. Gibson, dated April 25, 1857, at \$1,495 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Natchitoches Monday at 7 a. m.; arrive at Shreveport Thursday by 12 m.

Leave Shreveport Thursday at 1 p. m.; arrive at Natchitoches Sunday by 7 p. m.

ROUTE No. 7829.

From Moreauville to Alexandria, 50 miles, and back, three times a week.

Bidders' names.	Sum per annum.	
A. Barlien.....	\$2,000.	No guaranty or certificate.
Alcide J. Caillateau, (after time)-	2,000.	(Received April 14, 1857.)

(Not let; too high.)

SPECIAL SERVICE FOR LOUISIANA.

Kingston from Mansfield, 11 miles, and back, once a week.

Service authorized September 18, 1856, at \$100 per annum: limited, &c.; to expire June 30, 1858.

Spring Ridge from Summer Grove, 5 miles, and back, once a week.

Service authorized June 20, 1857, at \$50 per annum: limited, &c.; to expire June 30, 1858.

STATE OF MISSISSIPPI.

ROUTE No. 7383.

From Thomastown to Carthage, 13 miles, and back, once a week.

A. J. Babbitt having declined, contract made with R. W. Civils, dated October 16, 1856, at \$102 per annum: to commence from September 20, 1856, and expire June 30, 1858.

Leave Thomastown every Saturday at 7 a. m.; arrive at Carthage same day by 11 a. m.

Leave Carthage Saturday at 1 p. m.; arrive at Thomastown same day by 5 p. m.

ROUTE No. 7396.

From Quitman to Old Washington, 43 miles, and back, once a week.

Contract transferred to Thomas L. Whitsett by Wm. Johnson, dated May 7, 1857, at \$297 per annum: to commence from January 1, 1857, and expire June 30, 1858.

Leave Quitman every Thursday at 5 a. m.; arrive at Old Washington same day by 8 p. m.

Leave Old Washington Wednesday at 5 a. m.; arrive at Quitman same day by 8 p. m.

ROUTE No. 7398.

From Augusta to Mobile, 91 miles, and back, once a week.

Contract transferred to Benjamin Stevens by James A. Denham, dated May 25, 1857, at \$769 per annum: to commence from April 1, 1857, and expire June 30, 1858.

Leave Augusta every Monday at 12 m.; arrive at Mobile Wednesday by 6 p. m.

Leave Mobile Thursday at 6 a. m.; arrive at Augusta Saturday by 2 p. m.

ROUTE No. 7414.

From Princeton to Point Worthington, 9 miles, and back, twice a week.

Contractor Isaac Roth having died, contract made with J. A. Biddle, dated April 9, 1857, at \$200 per annum: to commence from ———, and expire June 30, 1858.

Leave Princeton every Tuesday and Friday at 9 a. m.; arrive at Point Worthington same days at 12 m.

Leave Point Worthington every Tuesday and Friday at 1 p. m.; arrive at Princeton same days by 4 p. m.

ROUTE No. 7478.

From Carthage to Union, 36½ miles, and back, once a week.

Contractor A. J. Babbitt having declined, contract made with George Hardin, dated May 22, 1857, at \$220 per annum: service commenced July 2, 1857, and expires June 30, 1858.

Leave Carthage Friday at 6 a. m.; arrive at Union same day by 7 p. m.

Leave Union Saturday at 6 a. m.; arrive at Carthage same day by 7 p. m.

ROUTE No. 7380a.

From DeKalb to Macon, 43 miles, and back, twice a week.

Contractor E. M. Tilley declining, contract made with C. A. Durham, dated April 9, 1857, at \$800 per annum : service commenced on April 1, 1857, and expires on June 30, 1858.

Leave DeKalb Monday and Friday at 1 p. m.; arrive at Macon next day by 12 m.

Leave Macon Tuesday and Saturday at 1 p. m.; arrive at DeKalb Monday and Friday by 11½ a. m.

ROUTE No. 7483.

From Osyka to Jackson, 118 miles, and back, daily, in four-horse coaches.

Contract transferred to W. D. Terry, dated February 21, 1857, at \$11,850 per annum : to commence service from January 1, 1857, and to expire June 30, 1858.

(From 1st April to 1st November.)

Leave Osyka on arrival of mail from New Orleans, say at 8½ p. m.; arrive at Jackson next day by 6½ p. m.

Leave Jackson daily at 2 p. m.; arrive at Osyka next day in time to connect with mail for New Orleans, by 6 a. m.

(From 1st November to 1st April.)

Leave Osyka daily on arrival of mail from New Orleans, say at 1 p. m.; arrive at Jackson next day by 1 p. m.

Leave Jackson daily at 2 p. m.; arrive at Osyka next day in time to connect with mail for New Orleans, say by 2 p. m.

ROUTE No. 7350a.

From Jacinto to Corinth, 28 miles, and back, three times a week.

Contract made with Barnett Burnett, dated July 23, 1857, at \$449 per annum : service commencing December 8, 1856, to expire June 30, 1858.

Leave Jacinto Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Corinth next day by 1 p. m.

Leave Corinth Monday, Wednesday, and Friday, at 2 p. m.; arrive at Jacinto next day by 12 m.

ROUTE No. 7350b.

From Bone Yard to Kossuth, 8 miles, and back, three times a week.

Contract ordered with John H. Keith, dated December 11, 1856, at \$75 per annum : service commencing December 29, 1856, to expire June 30, 1858.

Leave Bone Yard Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Kossuth same days by 3 p. m.

Leave Kossuth Tuesday, Thursday, and Friday, at 3 p. m.; arrive at Bone Yard same days by 5 p. m.

ROUTE No. 7485.

From Memphis to Tatesville, 40 miles, and back, daily, except Sunday.

Contract ordered with Mississippi and Tennessee Railroad Company, dated December 20, 1856, at \$30 per mile per annum : to commence December 20, 1856, and expire June 30, 1858.

Leave Memphis daily, except Sunday, at 6 a. m.; arrive at Tatesville same day by 8 a. m.

Leave Tatesville daily, except Sunday, at 9 a. m.; arrive at Memphis same day by 11 a. m.

ROUTE No. 7486.

From Tatesville to Grenada, 65 miles, and back, six times a week.

Contract ordered with John P. McAlexander & Co., dated December 20, 1856, at \$1,899 per annum : service commencing January 6, 1857, to expire June 30, 1858.

Leave Tatesville or terminus of railroad daily, except Sunday, at 9 a. m.; arrive at Grenada same day by 12 at night.

Leave Grenada daily, except Sunday, at 4 p. m.; arrive at Tatesville next day by 8 a. m.

ROUTE No. 7315a.

From Jackson to Canton, 24 miles, and back, daily.

Contract made with the Jackson, New Orleans and Great Northern Railroad Company, dated September 24, 1856, at \$2,600 per annum : service commencing September 24, 1856, to expire June 30, 1858.

ROUTE No. 7499a.

From Pittsboro' to Graysport, 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
Cruthirds & Hallum.....	\$470, buggy, if mail is too heavy for horse.
J. J. E. Laman.....	240. <i>Accepted April 25, 1857.</i>
(After time.)	
Thomas A. Aran.....	248.
John J. Ramsey.....	275.

Contract made with J. J. E. Laman, dated April 25, 1857, at \$240 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Pittsboro' Wednesday at 8 a. m.; arrive at Graysport by 5 p. m.

Leave Graysport Thursday at 8 a. m.; arrive at Pittsboro' by 5 p. m.

ROUTE No. 7499b.

From Hernando to Austin, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Green T. Hill.....	\$949, ⁰⁰⁰ , end at Wahaleck.
(After time.)	
A. F. Hudson.....	700.
Thomas B. Turner.....	900.
(Not let.)	

ROUTE No. 7499c.

From Canton to Hillsboro', 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
Gilbert Brown.....	\$525; schedule proposed.
Hammond & Jennings.....	500.
Abner Lack.....	450; changed schedule. <i>Accepted April 25, 1857.</i>

Contract made with Abner Lack, dated April 25, 1857, at \$450 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Canton Tuesday at 6 a. m.; arrive at Hillsboro' by 7 p. m.

Leave Hillsboro' Monday at 6 a. m.; arrive at Canton by 7 p. m.

ROUTE No. 7499d.

From Cooksville to Scoobers, 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Dempsey D. Morgan.....	\$575. <i>Accepted April 25, 1857.</i>
A. M. Wood, John D. Wood & L. A. McCall.....	550. No guaranty.
Joseph J. E. Lamar.....	240, commence at Pittsboro'.

Contract made with Dempsey D. Morgan, dated April 25, 1857, at \$575 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Cooksville, Monday, Wednesday, and Friday, at 6 a. m.; arrive at Scoobers same days by 12 m.

Leave Scoobers same days at 1 p. m.; arrive at Cooksville same days by 7 p. m.

ROUTE No. 7499c.

From Carthage to Kosciusko, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hammond & Jennings.....	\$500. <i>Accepted April 25, 1857.</i>

Contract made with Hammond & Jennings, dated April 25, 1857, at \$500 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Carthage Thursday at 8 a. m.; arrive at Kosciusko same day by 5 p. m.

Leave Kosciusko Wednesday at 8 a. m.; arrive at Carthage same day by 5 p. m.

ROUTE No. 7499f.

From Friar's Point to Hopson, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. M. Mooney	\$250.
Robert J. Mathews.....	240.
S. J. Swearinger	225. <i>Accepted April 25, 1857.</i>

Contract made with S. J. Swearinger, dated April 25, 1857, at \$225 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Friar's Point Tuesday at 7 a. m.; arrive at Hopson same day by 3 p. m.

Leave Hopson Wednesday at 7 a. m.; arrive at Friar's Point same day by 3 p. m.

ROUTE No. 7499g.

From Vicksburg to Napoleon, 230 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Preston Roberts, jr.....	\$32,800, in good steamboats; or 24,900, in steamboats, twice a week.
<i>After time.</i>	
Rufus S. Joiner.....	28,000, steamboats.
William Porterfield	20,000, twice a week, steamboats. (Received April 30, 1857.)

Contract made with Wm. Porterfield, dated June 29, 1857, at \$20,000 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Vicksburg Monday and Thursday at 12 m.; arrive at Napoleon next days by 6 p. m.

Leave Napoleon Wednesday and Saturday at 7 a. m.; arrive at Vicksburg next days by 10 a. m.

ROUTE No. 7499h.

From Canton to Carthage, 33 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Rowland J. Edmonds	\$3,000, two-horse coach or hacks. No guaranty or certificate; bid informal.
C. L. Moss	1,800, two-horse coach. No guaranty or certificate; bid informal.
Green T. Hill.....	1,746, 000; or (Accepted April 25, 1857.) 1,930, in two-horse coaches.

Contract made with Green T. Hill, dated April 25, 1857, at \$1,746 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Canton Monday, Wednesday, and Friday, at 8 a. m.; arrive at Carthage by 4 p. m.

Leave Carthage Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Canton by 4 p. m.

ROUTE No. 7496.

From Macon to Carrollton, 115 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Green T. Hill	\$5,960, 000; or 6,140, two-horse coach. <i>Accepted April 25, 1857.</i> 6,440, 000, end at Grenada. 6,650, two-horse coach, end at Grenada.

CONTRACTS FOR CARRYING THE MAILS.

Contract made with Green T. Hill, dated April 25, 1857, at \$6,140 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Macon Monday, Wednesday, and Friday, at 2 a. m.; arrive at Carrollton next days by 11 p. m.

Leave Carrollton Monday, Wednesday, and Friday, at 2 a. m.; arrive at Macon next days by 11 p. m.

ROUTE No. 7497.

From Scoobers to Cooksville, 18 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 7498.

From Charleston to McNutt, 30 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 7499.

From Grenada to McNutt, 43 miles, and back, once a week.

Bidders' names.	Sum per annum.
William B. Williams	\$700.
Joseph L. Irby	500, end at Big Mound. <i>Accepted April 25, 1857.</i>

Contract made with Joseph L. Irby, dated April 25, 1857, at \$500 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Grenada Monday at 6 a. m.; arrive at McNutt same day by 10 p. m.

Leave McNutt Tuesday at 6 a. m.; arrive at Grenada same day by 10 p. m.

ROUTE No. 7493.

From Hillsboro' to Philadelphia, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
William T. Meador	\$450 00.
Joshua W. Lack	544 00.
James Spears	390 00.
Abner Lack	375 00.
Elias E. Poole	333 00, schedule proposed; or \$600, twice a week.
Gilbert Brown	325 00.
Robert P. Chambers	319 00.
Stephen Shedd	300 00.
Joshua Bartlett	299 00.
Daniel Furr	298 75. <i>Accepted April 25, 1857.</i>

Contract made with Daniel Furr, dated April 25, 1857, at \$298 75 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Hillsboro' Thursday at 6 a. m.; arrive at Philadelphia by 6 p. m.

Leave Philadelphia Wednesday at 6 a. m.; arrive at Hillsboro' by 6 p. m.

ROUTE No. 7494.

From Westville to Harrisville, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
(<i>After time.</i>)	
Jacob Grubee	\$320.
George Gaynes	75, schedule reversed. (<i>Received April 17, 1857.</i>)
	<i>Accepted April 25, 1857.</i>

Contract made with George Gaynes, dated April 25, 1857, at \$75 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Westville Tuesday at 1 p. m.; arrive at Harrisville by 8 p. m.

Leave Harrisville Tuesday at 6 a. m.; arrive at Westville by 12 m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 7495.

From Yazoo City to W. H. Lambith's, 15 miles, and back, once a week.
(No bidders; not let.)

ROUTE No. 7490.

From Paulding to Oakohay, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. H. Edmondson.....	\$700, schedule proposed; no guaranty or certificate; bid informal.
J. F. Thompson.....	575. No guarantors.
William Lawless.....	519.
M. S. Alexander.....	450. <i>Accepted April 25, 1857.</i>

Contract made with M. S. Alexander, dated April 25, 1857, at \$450 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Paulding Monday at 5 a. m.; arrive at Oakohay same day by 11 p. m.

Leave Oakohay Tuesday at 5 a. m.; arrive at Paulding same day by 11 p. m.

ROUTE No. 7491.

From Okalona to Ellistown, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
N. A. Lankford.....	\$700, twice a week; schedule proposed; bid informal.
T. C. Brown.....	450. <i>Accepted April 25, 1857.</i>

Contract made with T. C. Brown, dated April 25, 1857, at \$450 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Okalona Thursday at 6 a. m.; arrive at Ellistown by 6 p. m.

Leave Ellistown Friday at 6 a. m.; arrive at Okalona by 6 p. m.

ROUTE No. 7492.

From Beaver Dam to Erata, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Nathaniel Dayley.....	\$125.
William Blackledge.....	122. <i>Accepted April 25, 1857.</i>

Contract made with William Blackledge, dated April 25, 1857, at 122 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave Beaver Dam Tuesday at 7 a. m.; arrive at Erata by 4 p. m.

Leave Erata Wednesday at 7 a. m.; arrive at Beaver Dam by 4 p. m.

ROUTE No. 7487.

From Hillsboro' to Garlandville, 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
M. S. Alexander.....	\$350, schedule changed.
Abner Lack.....	345.
Gilbert Brown.....	340.
Robert P. Chambers.....	334.
Benjamin B. Thompson.....	300.
	300. <i>Accepted April 25, 1857.</i>

Contract made with Benjamin B. Thompson, dated April 25, 1857, at \$300 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Hillsboro' Wednesday at 6 a. m.; arrive at Garlandville by 6 p. m.

Leave Garlandville Thursday by 6 a. m.; arrive at Hillsboro' by 6 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 7488.

From Ocean Springs to Dwier's Ferry, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
David H. Ramsey.....	\$300.
John B. Deason	295. <i>Accepted April 25, 1857.</i>

Contract made with John B. Deason, dated April 25, 1857, at \$295 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Ocean Springs Friday at 6 a. m.; arrive at Dwier's Ferry by 6 p. m.

Leave Dwier's Ferry Saturday at 6 a. m.; arrive at Ocean Springs by 6 p. m.

ROUTE No. 7489.

From Okalona to Sarepta, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Cruthirds & Hallan	\$980.
T. C. Brown.....	450. <i>Accepted April 25, 1857.</i>

Contract made with T. C. Brown, dated April 25, 1857, at \$450 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Okalona Tuesday at 8 a. m.; arrive at Sarepta by 8 p. m.

Leave Sarepta Wednesday at 8 a. m.; arrive at Okalona by 8 p. m.

SPECIAL SERVICE FOR MISSISSIPPI.

Cato from Brandon, 14 miles, and back, once a week.

Service authorized June 3, 1857, at \$50 per annum: limited, &c.; to expire June 30, 1858.

Deep Water from Chulahoma, 10 miles, and back, once a week.

Service authorized Sept. 18, 1856, at \$40 per annum: limited, &c.; to expire June 30, 1858.

Eolia from Robina, 8 miles, and back, once a week.

Service authorized May 11, 1857, at \$40 per annum: limited, &c.; to expire June 30, 1858.

Handsboro' from Mississippi City, 10 miles, and back, once a week.

Service authorized March 19, 1857, at \$50 per annum: limited, &c.; to expire June 30, 1858.

Post Oak from Coffeetown, 8 miles, and back, once a week.

Service authorized February 13, 1857, at \$40 per annum: limited, &c.; to expire June 30, 1858.

Snow Creek from Holly Springs, 5 miles, and back, once a week.

Service authorized November 19, 1856, at \$30 per annum: limited, &c.; to expire June 30, 1858.

Sulphur Spring from Camden, 6 miles, and back, once a week.

Service authorized October 17, 1856, at \$30 per annum: limited, &c.; to expire June 30, 1858.

New London from Hillsboro', 8 miles, and back, once a week.

Service authorized May 11, 1857, at \$50 per annum: limited, &c.; to expire June 30, 1858.

Sidon from Black Hawk, 16 miles, and back, once a week.

Service authorized February 27, 1857, at \$75 per annum: limited, &c.; to expire June 30, 1858.

Spring Ridge from Newtown, 4 miles, and back, three times a week.

Service authorized July 22, 1856, at \$100 per annum: limited, &c.; to expire June 30, 1858.

Hope from Pulaski, 7 miles, and back, once a week.

Service authorized August 1, 1856, at \$60 per annum: limited, &c.; to expire June 30, 1858.

Etchoma from Montrose, 12 miles, and back, once a week.

Service authorized September 19, 1856, at \$100 per annum: limited, &c.; to expire June 30, 1858.

Colamer from Gallatin, 12 miles, and back, once a week.

Service authorized March 25, 1857, at \$60 per annum: limited, &c.; to expire June 30, 1858.

Turnersville from Paulding, 9 miles, and back, once a week.
Service authorized May 7, 1857, at \$90 per annum : limited, &c.; to expire June 30, 1858.

Leave Calhoun Saturday at 8 a. m.; arrive at Hartford by 6 p. m.
Leave Hartford at 8 a. m.; arrive at Calhoun by 6 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 8390.

From Canton to Murray, 25 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 8391.

From Cloverport to Bowling Green, 62 miles, and back, once a week.

Bidders' names.	Sum per annum.
Fisher & Payne	\$397.
E. R. Eskridge.....	975.
R. B. Robertson.....	749.
Stephen M. Farish.....	595. <i>Accepted April 25, 1857.</i>

Contract made with Stephen M. Farish, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Cloverport Monday at 7 a. m.; arrive at Bowling Green next day by 6 p. m.

Leave Bowling Green Wednesday at 7 a. m.; arrive at Cloverport next day by 6 p. m.

ROUTE No. 8392.

From Benton to Murray, 18 miles, and back, three times a week.

Bidder's name.	Sum per annum.
B. E. Rowland.....	\$150, once a week.
	350, three times a week. <i>Accepted April 25, 1857.</i>

Contract made with R. E. Rowland, at \$350, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Benton Monday, Thursday, and Saturday, at 7 a. m.; arrive at Murray same days by 12 m.

Leave Murray Monday, Thursday, and Saturday, at 1 p. m.; arrive at Benton same days by 7 p. m.

ROUTE No. 9393.

From Mount Washington to Chaplin, 23 miles, and back, once a week.

Bids for three times a week service are invited.

Bidder's name.	Sum per annum.
Joseph H. Thomas.....	\$447, three times a week to Bloomfield, and once a week on horse residue. <i>Accepted April 25, 1857.</i>

Contract made with Joseph H. Thomas, at \$447, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Mount Washington Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Bloomfield same days by 7 p. m.

Leave Bloomfield Monday, Wednesday, and Friday, at 9 a. m.; arrive at Mount Washington same days by 2 p. m.

Leave Bloomfield Wednesday at 10 a. m.; arrive at Chaplin by 12 m.

Leave Chaplin Wednesday at 7 a. m.; arrive at Bloomfield by 9 a. m.

ROUTE No. 8394.

From Germantown to Dover, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph Myers	\$10 ⁰⁰ , and \$140 for route No. 8403, conditioned as to acceptance and schedule.
W. A. Galbraith.....	135. <i>Accepted April 25, 1857.</i>

Contract made with W. A. Galbraith, at \$135, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Germantown Saturday at 7 a. m.; arrive at Dover by 12 m.

Leave Dover Saturday at 1 p. m.; arrive at Germantown by 4 p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 8395.

From Henderson to Steamport, 21 miles, and back, once a week.

(No bidders ; not let.)

ROUTE No. 8396.

From Henderson to Owensboro', 36 miles, and back, once a week.

Bids for service between Henderson and Spottsville alone are invited.

Bidders' names.	Sum per annum.
Mitchell Brown.....	\$600.
James Hill.....	415.

(Not let.)

ROUTE No. 8397.

From High Grove to Bloomfield, 11 miles, and back, once a week.

Bids for three times a week service invited.

(No bidders ; not let.)

ROUTE No. 8398.

From Hopkinsville to Hartford, 35 miles, and back, once a week.

Bids to end route at Greenville invited.

Bidders' names.	Sum per annum.
B. B. Robertson.....	\$489.
Richard Gwyn.....	499.

249, to end at Greenville. *Accepted April 25, 1857.*

Contract made with Richard Gwyn, at \$249, dated April 25, 1857 : to commence July 1, 1857, to expire June 30, 1858.

Leave Hopkinsville Tuesday at 6 a. m. ; arrive at Greenville by 6 p. m.

Leave Greenville Monday at 6 a. m. ; arrive at Hopkinsville by 6 p. m.

ROUTE No. 8399.

From Harlan C. H. to J. Richardson's, 53 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Dixon.....	\$149. No guaranty.
James B Howard.....	400. <i>Accepted April 25, 1857.</i>

Contract made with James B. Howard, at \$400, dated April 25, 1857 : to commence July 1, 1857, to expire June 30, 1858.

Leave Harlan C. H. Friday at 6 a. m. ; arrive at J. Richardson's next day by 12 m.

Leave J. Richardson's Saturday at 1 p. m. ; arrive at Harlan C. H. next day by 6 p. m.

ROUTE No. 8400.

From Jackson to Proctor, 25 miles, and back, once a week.

Proposals to extend to end at Boonville invited.

Bidders' names.	Sum per annum.
B. Brown.....	\$250, to extend to Boonville.
T. T. Garrard	250.
S. M. Farish	180.
Samuel South	150.
Harmon Barnett.....	150.
J. E. Brashears.....	175, to extend to Boonville.
	145.
William N. Rice	147. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract made with William N. Rice, at \$147, dated April 25, 1857 : to commence July 1 1857, to expire June 30, 1858.

Leave Jackson Sunday at 6 a. m.; arrive at Boonville same day by 7 p. m.

Leave Boonville Monday at 6 a. m.; arrive at Jackson same day by 7 p. m.

ROUTE No. 8401.

From Jackson to Boonville, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
T. T. Garrard	\$300.
B. Brown	235.
Stephen M. Farish	200.
B. Brown	195.
H. Barnett	150.
William N. Rice	147.
Samuel South	145.
J. E. Brashears	140.

(Not let.)

ROUTE No. 8402.

From Manchester to Harlan C. H., 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. B. Sparlock	\$450.
T. T. Garrard	400.
William Dixson	160. No guaranty.
Stephen M. Farish	399. <i>Accepted April 25, 1857.</i>

Contract made with Stephen M. Farish, at \$399, dated April 25, 1857 : to commence July 1, 1857, to expire June 30, 1858.

Leave Manchester Wednesday at 7 a. m.; arrive at Harlan C. H. next day by 5 p. m.

Leave Harlan C. H. Friday at 7 a. m.; arrive at Manchester next day by 5 p. m.

ROUTE No. 8403.

From Maysville to Dover, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. A. Galbraith	\$255.
Joseph Myers	140.

(Not let.)

ROUTE No. 8404.

From Monticello to Huntsville, 41 miles, and back, once a week.

Bidder's name.	Sum per annum.
Joseph Lacey	\$730.

(Not let.)

ROUTE No. 8405.

From New Concord to Mouth of Sandy, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. E. Rowland	\$140.
C. S. Stubblefield	50. <i>Accepted April 25, 1857.</i>

Contract made with C. S. Stubblefield, at \$50, dated April 25, 1857 : to commence July 1, 1857, to expire June 30, 1858.

Leave New Concord Wednesday at 10½ a. m.; arrive at Mouth of Sandy by 1 p. m.

Leave Mouth of Sandy Wednesday at 1½ p. m.; arrive at New Concord by 4 p. m.

ROUTE No. 8406.

From Olive Hill to Portsmouth, 51 miles, and back, once a week.

Bidder's name.	Sum per annum.
Stephen M. Farish.....	\$400. <i>Accepted April 25, 1857.</i>

Contract made with Stephen M. Farish, at \$400, dated April 25, 1857: to commence July 1, 1857, and expire June 30, 1858.

Leave Olive Hill Thursday at 6 a. m.; arrive at Portsmouth by 12 m.

Leave Portsmouth Friday at 1 p. m.; arrive at Olive Hill by 7 p. m.

ROUTE No. 8407.

From Whitesburg to Poor Fork, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
James B. Howard.....	\$295.
T. T. Garrard.....	250.
Stephen M. Farish.....	195.
W. W. Hilton.....	145.
William Dixon.....	125. No guaranty.
Hiram A. Hogg.....	153. <i>Accepted April 25, 1857</i>

Contract made with Hiram A. Hogg, at \$153, dated April 25, 1857: to commence July 1, 1857, and expire June 30, 1858.

Leave Whitesburg Monday at 8 a. m.; arrive at Poor Fork by 5 p. m.

Leave Poor Fork Tuesday at 8 a. m.; arrive at Whitesburg by 5 p. m.

ROUTE No. 8408.

From Woodstock to Jamestown, 65 miles, and back, once a week.

Bidders' names.	Sum per annum.
Oliver P Jasper.....	\$695.
Stephen M. Farish.....	399. <i>Accepted April 25, 1857.</i>

Contract made with Stephen M. Farish, at \$399, dated April 25, 1857: to commence July 1, 1857, and expire June 30, 1858.

Leave Woodstock Thursday at 7 a. m.; arrive at Jamestown by 8 p. m.

Leave Jamestown Wednesday at 7 a. m.; arrive at Woodstock by 8 p. m.

ROUTE No. 8409.

From London to Russellville, 98 miles, and back, three times a week, in four-horse coaches.

Bidders' names.	Sum per annum.
D. C. & J. B. Dunn.....	\$7,295. <i>Accepted April 25, 1857.</i>

Contract made with D. C. & J. B. Dunn, at \$7,295, dated April 25, 1857: to commence July 1, 1857, and expire June 30, 1858.

Leave London Monday, Wednesday, and Friday, at 6 a. m.; arrive at Russellville next days by 12 m.

Leave Russellville Monday, Wednesday, and Friday, at 2 p. m.; arrive at London next days by 8 p. m.

ROUTE No. 8410.

From Paducah to Cairo, 50 miles, and back, daily, (in steamboats.)

Bidders' names.	Sum per annum.
Samuel Milliken	\$18,000, steamboats; or 15,000, six times a week.
G. A. Phillips.....	6,300. <i>Accepted April 25, 1857.</i>

Contract made with G. A. Phillips, at \$6,300, dated April 25, 1857: to commence July 1, 1857, and expire June 30, 1858.

Leave Paducah daily at 5 p. m.; arrive at Cairo by 10 p. m.

Leave Cairo daily at 7 a. m.; arrive at Paducah by 4 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 8411.

From Paducah to Inka, 289 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Samuel Milliken	\$30,000.
G. A. Phillips	13,975. <i>Accepted April 25, 1857.</i>

Contract made with G. A. Phillips, at \$13,975, dated April 25, 1857: to commence July 1, 1857, and expire June 30, 1858.

Leave Paducah Monday, Wednesday, and Friday, at 8 a. m.; arrive at Inka next Wednesday, Friday, and Sunday, by 10 a. m.

Leave Inka Wednesday, Friday, and Sunday, at 12 m.; arrive at Paducah Friday, Sunday, and Tuesday, by 2 p. m.

SPECIAL SERVICE FOR KENTUCKY.

[This service commences from date of authority, and terminates June 30, 1858.]

Doughty's Creek from Smith's Grove, 8 miles, and back, once a week.

Service authorized February 19, 1856, at \$50: limited to net proceeds.

Claypool from Bowling Green, 12 miles, and back, once a week.

Service authorized December 27, 1856, at \$75: limited to net proceeds.

Cold Water from Murray, 8 miles, and back, once a week.

Service authorized December 31, 1856, at \$60: limited to net proceeds.

Hesper from Milford, 8 miles, and back, once a week.

Service authorized March 13, 1857, at \$40: limited to net proceeds.

Boonsboro' from White Hall, 5 miles, and back, once a week.

Service authorized September 13, 1856, at \$40: limited to net proceeds.

Peek's Mills from Elkhorn, 10 miles, and back, once a week.

Service authorized August 5, 1856, at \$30: limited to net proceeds.

Radford from Wadesborough, 5 miles, and back, once a week.

Service authorized June 1, 1857, at \$40: limited to net proceeds.

Sun Fish from Bee Spring, 6 miles, and back, once a week.

Service authorized August 6, 1856, at \$40: limited to net proceeds.

Vine Grove from Garnettville, 10 miles, and back, once a week.

Service authorized September 22, 1856, at \$75: limited to net proceeds.

Wise's Mills from Pool's Mills, 6 miles, and back, once a week.

Service authorized July 6, 1856, at \$40: limited to net proceeds.

STATE OF MISSOURI.

(Advertisement of May 31, 1856.)

ROUTE No. 8911.

From Independence, Mo., to Salt Lake City, 1,150 miles, and back, once a month.

Bidders' names.	Sum per annum.
John M. Hockaday	\$114,075. 000.
	126,075, 000, once a week to Fort Kearney, and once a month residue.
	120,075, eight months and four months; will carry the legitimate mail belonging to 8911 from Salt Lake City to San Pedro, Cal., once a month. Department to designate winter months.
	42,800, in one six-mule carriage; to convey 1,200 lbs. (or less) when roads will admit, or less than 1,200 lbs. on pack animals; pro rata for increase over 1,200 lbs.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.
Benjamin Holladay	\$45,000, no mode specified.
Judson L. Stoddard.....	40,000, in good and sufficient carriage, drawn by four animals.
James Doniphan and Albert C. Crain.	39,490, four or six-horse coach.
Howard Livingston	36,000, in good and sufficient carriage, drawn by four animals.
Jacob Hall.....	34,734, in coaches with iron axles and elliptic springs, drawn by six mules or horses.
William McCoy	33,700, in four or six-mule vehicles.
S. B. Miles	27,000, six-mule coaches, and guards; or 24,000, commence at Atchison; or 23,000, commence at Marysville; or 26,500, commence at Fort Kearney, and carry twice a month to Fort Laramie, and once a month residue.
William M. F. Magram.....	23,460. ooo. (See bid.)
Hiram Kimball.....	23,000, carriages or wagons, drawn by horses or mules. <i>Accepted October 9, 1856.</i>
B. D. Spencer.....	39,500, informal; for one year only. No guaranty, &c.

Contract made with Hiram Kimball, October 9, 1856; but not having been executed in time, and owing to the unsettled state of things at Salt Lake, rendering mails unsafe, the Postmaster General declined extending the time for its execution beyond the period mentioned in the advertisement, and therefore did not accept the contract.

The service was performed by Fenamore Little and E. K. Hanks, from December 10, 1856, to February 27, 1857, at \$1,500, according to agreement with postmaster at Salt Lake City.

The service was performed by Hiram Kimball between February 7 and June 30, 1857, at \$4,791 67.

Contract was made with S. B. Miles, at \$32,000 per annum, in four-mule coaches, from April 1 to December 1, the remainder of year on pack mules: to take effect October 1, 1857, to expire June 30, 1858.

ROUTE No. 9078.

(Advertisement of February 2, 1857.)

From Appleton to Appleton, equal to 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. H. Whittledge	\$400.
Charles Hinkle	400.
Jacob Tobler.....	375.
P. Wilson	375.
George G. Kimmel	300.
M. Cotner	295.

(Not let.)

ROUTE No. 9079.

From Appleton to Jonesboro', 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Charles Hinkle	\$400.
George G. Kimmel.....	400.
George Cotner	395.
M. Cotner	365.
John O. Brown.....	275.
	250.
B. Nation	250.

(Not let.)

ROUTE No. 9080.

From Arrow Rock to Cambridge, 16 miles, and back, once a week. Bids for twice a week service are invited.

Bidders' names.	Sum per annum.
George W. Clayconch.....	\$400, twice a week.
Boyer & Sappington.....	250.
Jesse M. Pemberton.....	260, twice a week.
	130. <i>Accepted April 25, 1857.</i>

Contract made with Jesse M. Pemberton, at \$130, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Arrow Rock Thursday at 10 a. m.; arrive at Cambridge by 2 p. m.

Leave Cambridge Thursday at 3 p. m.; arrive at Arrow Rock by 8 p. m.

ROUTE No. 9081.

From Caledonia to Centreville, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Gatewood & Co.....	\$323.
Solomon Brill.....	345.
O. Munger.....	295.
J. P. McNail.....	225.
Granville J. Carty.....	198. <i>Accepted April 25, 1857.</i>

Contract made with Granville J. Carty, at \$198, dated April 25, 1857: to commence July 1, 1857, and expire June 30, 1858.

Leave Caledonia Saturday at 10 a. m.; arrive at Centreville by 8 p. m.

Leave Centreville Friday at 8 a. m.; arrive at Caledonia by 6 p. m.

ROUTE No. 9081a.

From Cassville to Mount Vernon, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. W. Ridings.....	\$375. 000.
J. M. Gatewood & Co.....	373.
Thomas McDowell.....	225. <i>Schedule changed.</i>
W. H. Burden.....	266. <i>Accepted April 25, 1857.</i>

Contract made with Wade H. Burden, at \$266, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Cassville Friday at 6 a. m.; arrive at Mount Vernon by 6 p. m.

Leave Mount Vernon Saturday at 6 a. m.; arrive at Cassville by 6 p. m.

ROUTE No. 9082.

From Calhoun to Warrensburg, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. M. Pemberton.....	\$258. 000.
N. B. Holden.....	250.
J. M. Gatewood & Co.....	243.
A. W. Ridings.....	240. 000. <i>Accepted April 25, 1857.</i>

Contract made with A. W. Ridings, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Calhoun Monday at 8 a. m.; arrive at Warrensburg by 6 p. m.

Leave Warrensburg Tuesday at 8 a. m.; arrive at Calhoun by 6 p. m.

ROUTE No. 9083.

From Camden to Liberty, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Gatewood & Co.....	\$293. <i>Accepted April 25, 1857.</i>
(After time.)	
John S. Bunker.....	450.
J. F. Leinbeck.....	300.
M. T. Green.....	300.
W. Burnett.....	295.
James Burns.....	350.

Contract annulled; postmaster at Liberty reports no service was performed.

ROUTE No. 9084.

From Chamois to Delphi, 40 miles, and back, once a week.
Bids to end route at Mount Sterling will be considered.

Bidders' names.	Sum per annum.
James M. Gatewood & Co.....	\$443.
S. J. Matthews.....	400; or 325, end at Mount Sterling. 250. Schedule changed.
Samuel Walker	350, end at Mount Sterling. 275. Schedule changed.
John McFarland.....	300. <i>Accepted April 25, 1857.</i>

Contract made with John McFarland, dated April 25, 1857, at \$300 : to commence July 1, 1857, and expire June 30, 1858.
Leave Chamois Tuesday at 6 a. m. ; arrive at Delphi by 6 p. m.
Leave Delphi Wednesday at 6 a. m. ; arrive at Chamois by 6 p. m.

ROUTE No. 9085.

From Gentry Court-House to Winterset, 100 miles, and back, once a week.

Bidders' names.	Sum per annum.
Messrs. Gatewood, Smith & Murray.	\$943. <i>Accepted April 25, 1857.</i>
(After time.)	
Walter Savage	1,900. ooo.
M. T. Green.....	990.

* Contract made with Gatewood, Smith & Murray, dated April 25, 1857, at \$943 : to commence July 1, 1857, and expire June 30, 1858.
Leave Gentry Court-House Saturday at 8 a. m. ; arrive at Winterset next Tuesday by 12 m.
Leave Winterset Tuesday at 2 p. m. ; arrive at Gentry Court-House next Thursday by 8 p. m.

ROUTE No. 9085a.

From Georgetown to Lexington, 50 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Roberts & Stewart.....	\$1,740, two-horse coach.
Johnson & Murphy	3,000, or four-horse coach. 2,000, two-horse coach.
Jesse M. Pemberton	880.
A. W. Ridings	1,990. <i>Accepted April 25, 1857.</i>

Contract made with A. W. Ridings, dated April 25, 1857, at \$1,990 : to commence July 1, 1857, and expire June 30, 1858.
Leave Georgetown Wednesday, Friday, and Sunday, at 6 a. m. ; arrive at Lexington same days by 9 p. m.
Leave Lexington Tuesday, Thursday, and Saturday, at 6 a. m. ; arrive at Georgetown same days by 9 p. m.

ROUTE No. 9086.

From Hartville to Thomasville, 80 miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Gatewood & Co.....	\$747.
W. H. Burden	560.
J. J. Gardner	400. <i>Accepted April 25, 1857.</i>
W. B. Raney	400. No guaranty.
(After time.)	
James McKlry.....	400.
John Dial	375.
J. H. Miller	374.

Contract made with J. J. Gardner, dated April 25, 1857, at \$400 : to commence July 1, 1857, and expire June 30, 1858.

Leave Hartville Thursday at 8 a. m. ; arrive at Thomasville next Saturday by 12 m.

Leave Thomasville Saturday at 2 p. m. ; arrive at Hartville next Monday by 6 p. m.

ROUTE No. 9087.

From Hermitage to Line Creek, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Gatewood & Co.....	\$393 00.
W. J. Vandirene	300 00.
A. F. Doak	200 00.
G. W. Blackwell	177 50. <i>Accepted April 25, 1857.</i>

Contract made with G. W. Blackwell, dated April 25, 1857, at \$177 50: to commence July 1, 1857, and expire June 30, 1858.

Leave Hermitage Monday at 8 a. m. ; arrive at Line Creek next day by 12 m.

Leave Line Creek Tuesday at 1 p. m. ; arrive at Hermitage next day by 5 p. m.

ROUTE No. 9088.

From Kansas to Springfield, 180 miles, and back, once a week.

Bids for more frequent service will be considered.

Bidders' names.	Sum per annum.
A. W. Ridings	\$1,495 ; or 2,500, twice a week.
W. H. Burden.....	1,260.
I. J. Edmondson	850.

(Not let.)

ROUTE No. 9089.

From Kirksville to Unionville, 36 miles, and back, once a week.

Bidder's name.	Sum per annum.
James M. Gatewood & Co.....	\$357. <i>Accepted April 25, 1857.</i>

Contract made with James M. Gatewood & Co., dated April 25, 1857, at \$357 : to commence July 1, 1857, and expire June 30, 1858.

Leave Kirksville Tuesday at 6 a. m. ; arrive at Unionville by 6 p. m.

Leave Unionville Wednesday at 6 a. m. ; arrive at Kirksville by 6 p. m.

ROUTE No. 9090.

From Logan's Creek to Houston, 110 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Buford.....	\$494 00.
C. H. Frost, (after time)	449 00.
James Copeland, (after time)....	398 50.

(Not let.)

ROUTE No. 9091.

From Louisiana to Frankfort, 16 miles, and back, three times a week.

Bidder's name.	Sum per annum.
James M. Gatewood & Co.....	\$423. <i>Accepted April 25, 1857.</i>

Contract made with James M. Gatewood & Co., dated April 25, 1857, at \$423 : to commence July 1, 1857, and expire June 30, 1858.

Leave Louisiana Monday, Wednesday, and Friday, at 8 a. m. ; arrive at Frankfort by 12 m

Leave Frankfort Monday, Wednesday, and Friday, at 1 p. m. ; arrive at Louisiana by 5 p. m

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ROUTE No. 9092.

From Louisiana to Hannibal, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Gatewood & Co.....	\$323.
James T. Matson.....	300. <i>Accepted April 25, 1857.</i>

Contract made with James T. Matson, at \$300 per annum, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Louisiana Thursday at 6 a. m.; arrive at Hannibal by 4 p. m.

Leave Hannibal Friday at 6 a. m.; arrive at Louisiana by 4 p. m.

ROUTE No. 9093.

From Milan to Middleburg, 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
Alexander Sandifer.....	\$225.
James M. Gatewood & Co.....	223. <i>Accepted April 25, 1857.</i>

Contract made with James M. Gatewood & Co., at \$223 per annum, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Milan Thursday at 8 a. m.; arrive at Middleburg by 6 p. m.

Leave Middleburg Friday at 7 a. m.; arrive at Milan by 5 p. m.

ROUTE No. 9094.

From Monticello to Newark, 17 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas M. Howard, (after time)	\$156.
John Burch, (after time).....	125.
James M. Gatewood & Co.....	149. <i>Accepted April 25, 1857.</i>

Contract made with James M. Gatewood, at \$149, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Monticello Saturday at 7 a. m.; arrive at Newark by 12 m.

Leave Newark Saturday at 1 p. m.; arrive at Monticello by 6 p. m.

ROUTE No. 9095.

From Lexington to Big Creek, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. W. Ridings.....	\$385.
Jesse M. Pemberton.....	298. <i>Accepted April 25, 1857.</i>

Contract made with Jesse M. Pemberton, at \$298, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Lexington Thursday at 8 a. m.; arrive at Big Creek next day by 1 p. m.

Leave Big Creek Friday at 1 p. m.; arrive at Lexington by 6 p. m.

ROUTE No. 9096.

From Ocoola to Montevallo, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Gatewood..	\$323.
Henry Pollard.....	300. <i>Accepted April 25, 1857.</i>

Contract made with Henry Pollard, at \$300, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Ocoola Saturday at 6 a. m.; arrive at Montevallo by 6 p. m.

Leave Montevallo Sunday at 6 a. m.; arrive at Ocoola by 6 p. m.

ROUTE No. 9097.

From Palmyra to Newark, 30 miles, and back, once a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
James M. Gatewood.....	\$329.
Thomas Randolph.....	300.
(Not let.)	

ROUTE No. 9098.

From Point Pleasant to Walnut Grove, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Gatewood & Co.....	\$223.
Robert P. Paramore.....	199.
John Money.....	400.
John Timberman.....	395.
(Not let.)	

ROUTE No. 9099.

From Poplar Bluff to Little Black, 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Gatewood & Co.....	\$143.
Jacob C. Blount.....	75.
Elijah Roach.....	75.
William Henly.....	54. <i>Accepted April 25, 1857.</i>

Contract made with William Henly, at \$54, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Poplar Bluff Thursday at 7 a. m.; arrive at Little Black by 12 m.

Leave Little Black Thursday at 1 p. m.; arrive at Poplar Bluff by 6 p. m.

ROUTE No. 9100.

From Princeton to Allendale, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
M. T. Green, (after time)	\$500.
William Chambers, (after time)	450.
James M. Gatewood & Co.....	473. <i>Accepted April 25, 1857.</i>

Contract made with James M. Gatewood & Co., at \$473, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Princeton Saturday at 7 a. m.; arrive at Allendale next day by 5 p. m.

Leave Allendale Monday at 7 a. m.; arrive at Princeton next day by 5 p. m.

ROUTE No. 9101.

From Sharpsburg to Shelbyville, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
James N. Jackson.....	\$200.
James M. Gatewood & Co.....	173.
(Not let.)	

ROUTE No. 9102.

From Versailles to California, 23 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. M. Pemberton.....	\$249.
J. M. Gatewood & Co.....	247.
John Moore.....	230.
L. L. Wood, (after time)	250, two-horse hack.
	200.
George Campbell.....	210. <i>Accepted April 25, 1857</i>

Contract made with George Campbell, dated April 25, 1857, at \$210 per annum: to commence July 1, 1857, to expire June 30, 1858.
 Leave Versailles Friday at 6 a. m.; arrive at California by 2 p. m.
 Leave California Saturday at 8 a. m.; arrive at Versailles by 4 p. m.

ROUTE No. 9103.

From Versailles to Hermitage, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
Geo. Campbell.....	\$690.
J. M. Gatewood & Co.....	673.
A. F. Doake.....	375.
G. W. Blackwell.....	340. <i>Accepted April 25, 1857.</i>

Contract made with G. W. Blackwell, dated April 25, 1857, at \$340 per annum: to commence July 1, 1857, to expire June 30, 1858.
 Leave Versailles Thursday at 8 a. m.; arrive at Hermitage next Saturday by 12 m.
 Leave Hermitage Monday at 12 m.; arrive at Versailles next Wednesday by 6 p. m.

ROUTE No. 9104.

From St. Genevieve to Silver Spring, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Roberts & Stewart.....	\$500.
J. B. Robbins.....	312.
J. M. Gatewood & Co.....	303.
B. C. Amonreaux.....	300. <i>Accepted April 25, 1857.</i>

Contract made with B. C. Amonreaux, dated April 25, 1857, at \$300 per annum: to commence July 1, 1857, to expire June 30, 1858.
 Leave St. Genevieve Friday at 8 a. m.; arrive at Silver Spring by 6 p. m.
 Leave Silver Spring Saturday at 8 a. m.; arrive at St. Genevieve by 6 p. m.

ROUTE No. 9105.

From Warm Fork to Smithville, 50 miles, and back, once a week.

Bidder's name.	Sum per annum.
John W. Jenkins.....	\$385. <i>Accepted April 25, 1857.</i>

Contract made with John W. Jenkins, dated April 25, 1857, at \$385 per annum: to commence July 1, 1857, to expire June 30, 1858.
 Leave Warm Fork Monday at 10 a. m.; arrive at Smithville next day by 6 p. m.
 Leave Smithville Wednesday at 8 a. m.; arrive at Warm Fork next day by 3 p. m.

ROUTE No. 9106.

From Waynesville to Wallace's Landing, 80 miles, and back, once a week.

Bidder's name.	Sum per annum.
Samuel Miller.....	\$500. <i>Accepted April 25, 1857.</i>

Contract made with Samuel Miller, dated April 25, 1857, at \$500 per annum: to commence July 1, 1857, to expire June 30, 1858.
 Leave Waynesville Wednesday at 7 a. m.; arrive at Wallace's Landing next Friday by 12 m.
 Leave Wallace's Landing Friday at 2 p. m.; arrive at Linn by 6 p. m.
 Leave Linn Monday at 7 a. m.; arrive at Waynesville next day by 8 p. m.

ROUTE No. 9107.

From Williamsburg to Portland, 18 miles, and back, once a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidder's name.	Sum per annum.
James M. Gatewood & Co	\$173. <i>Accepted April 25, 1857.</i>

Contract made with Jas. M. Gatewood & Co., dated April 25, 1857, at \$173 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave Williamsburg Saturday at 6 a. m.; arrive at Portland by 12 m.

Leave Portland Saturday at 1 p. m.; arrive at Williamsburg by 7 p. m.

ROUTE No. 9108.

From Washington to Union, 10 miles, and back, once a week. Bids for six times a week service are invited.

Bidders' names.	Sum per annum.
James M. Gatewood & Co	\$643, six times a week.
W. Varney	350; or
	650, six times a week.
Peter A. Field	325; or
	625, six times a week.
James M. Gatewood & Co	300, once a week.
John Mankin	340; or
	450, six times a week. <i>Accepted April 25, 1857.</i>

Contract made with John Mankin, dated April 25, 1857, at \$450 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave Washington daily, except Sunday, at 2 p. m.; arrive at Union by 4 p. m.

Leave Union daily, except Sunday, at 8 a. m.; arrive at Washington by 10 a. m.

ROUTE No. 9109.

From Neosho to Albuquerque, 800 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jacob Hall	\$35,000, or six-mule stages.
	24,000, elliptic spring wagons.
J. J. Johnson	19,750. <i>ooo.</i>

(Not let.)

ROUTE No. 9110.

From Neosho to Rutledge, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Gatewood & Co	\$293.
J. D. Templeton	148.
G. W. Woolsey	119. <i>Accepted April 25, 1857.</i>

Contract made with G. W. Woolsey, dated April 25, 1857, at \$119 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave Neosho Saturday at 8 a. m.; arrive at Rutledge by 6 p. m.

Leave Rutledge Friday at 8 a. m.; arrive at Neosho by 6 p. m.

SPECIAL SERVICE FOR MISSOURI.

[This service commences from date of authority, and terminates June 30, 1858.]

Clear Creek from Gallatin, 8 miles, and back, once a week.

Service authorized May 25, 1857, at \$60: limited, &c.

Fort Henry from Huntsville, 4 miles, and back, three times a week.

Service authorized March 13, 1857, at \$75: limited, &c.

Greenland from Waynesville, 12 miles, and back, once a week.

Service authorized March 19, 1857, at \$80: limited, &c.

Huntingdale from Shawnee Mound, 5 miles, and back, once a week.
 Service authorized October 1, 1856, at \$40: limited, &c.
 Muddy Fork from Edina, 10 miles, and back, once a week.
 Service authorized January 10, 1857, at \$75: limited, &c.
 Pocahontas from Oak Ridge, 6½ miles, and back, once a week.
 Service authorized August 6, 1856, at \$45: limited, &c.
 Lakeland from Shelbyville, 15 miles, and back, once a week.
 Service authorized April 27, 1857, at \$100: limited, &c.
 Greensburg from Sand Hill, 6 miles, and back, once a week.
 Service authorized May 13, 1857, at \$40: limited, &c.
 Sandy Mines from Hillsborough, 5 miles, and back, twice a week
 Service authorized November 17, 1856, at \$50: limited, &c.
 Springfield's Store from Williamsburg, 8 miles, and back, once a week.
 Service authorized February 19, 1856, at \$60: limited, &c.
 Westville from Brunswick, 20 miles, and back, once a week.
 Service authorized February 8, 1856, at \$100: limited, &c.
 Sugar Creek from Alexandria, 10 miles, and back, once a week.
 Service authorized September 22, 1856, at \$75: limited, &c.
 San Antonio from St. Joseph, 10 miles, and back, once a week.
 Service authorized November 18, 1856, at \$75: limited, &c.
 Zion from Deep Water, 6 miles, and back, once a week.
 Service authorized April 11, 1857, at \$50: limited, &c.

STATE OF TENNESSEE.

ROUTE No. 8667.

From Clinton to Jamestown, 66 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph Lacy	\$1,200.
J. H. Brient	650.
Hiram Key	520.
Richard Andred (after time)....	450.
(Not let.)	

ROUTE No. 8668.

From Concord to Robertsville, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Simmons & Hayes	\$300.
(Not let.)	

ROUTE No. 8669.

From Hillsboro' to Deckard, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Brown	\$500.
James M. Sheld	365.
C. C. Chapman	250.
	195.
William W. Harris	245.
James M. Sheld (after time)....	185.
(Not let.)	

ROUTE No. 8670.

From Lebanon to Chestnut Mound, 32 miles, and back, once a week

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
William G. Roberts.....	\$785.
N. Cook.....	290.
M. A. Price	220 ; or
	700, twice a week. <i>Accepted April 25, 1857.</i>

Contract made with M. A. Price, at \$700, twice a week, dated April 25, 1857 : to commence July 1, 1857, to expire June 30, 1858.

Leave Lebanon Monday and Friday at 12 m. ; arrive at Chestnut Mound by 7 p. m.

Leave Chestnut Mound Tuesday and Saturday at 5 a. m. ; arrive at Lebanon by 12 m.

ROUTE No. 8671.

From McMinnville to Sparta, 26 miles, and back, three times a week.

Bidders' names.	Sum per annum.
R. Stroud	\$1,999.
William G. Roberts.....	1,660.
Thomas Leaser	1,492.
M. A. Price	494. <i>Accepted April 25, 1857.</i>

Contract made with M. A. Price, at \$494, dated April 25, 1857 : to commence July 1, 1857, to expire June 30, 1858.

Leave McMinnville Monday, Wednesday, and Friday, at 6 a. m. ; arrive at Sparta same days by 12 m.

Leave Sparta Monday, Wednesday, and Friday, at 1 p. m. ; arrive at McMinnville same days by 8 p. m.

ROUTE No. 8672.

From McMinnville to Smithville, 22 miles, and back, three times a week, in two-horse coaches.

Bidders' names.	Sum per annum.
R. Stroud	\$1,999.
William G. Roberts.....	1,530.
Thomas Leaser	1,492.
J. H. D. Grigsley.....	800.
M. A. Price	800. <i>Accepted April 25, 1857.</i>

Contract made with M. A. Price, at \$800, dated April 25, 1857 : to commence July 1, 1857, to expire June 30, 1858.

Leave McMinnville Tuesday, Thursday, and Saturday, at 6 a. m. ; arrive at Smithville same days by 12 m.

Leave Smithville Tuesday, Thursday, and Saturday, at 1 p. m. ; arrive at McMinnville same days by 7 p. m.

ROUTE No. 8673.

From Sparta to Danville, 154 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph Lacy	\$2,500.
D. D. Chapshaw	1,470.
	2,300, twice a week.
	2,840, three times a week.
John M. Roberts.....	1,300.
William Wallace	1,295 ; or
	2,500, twice a week.
	4,000, three times a week.
M. A. Price	1,100.
	1,890, twice a week.

(Not let.)

ROUTE No. 8674.

From Mossy Creek to Warm Springs, 40 miles, and back, once a week.

Bids for more frequent service are invited.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.
D. C. Dunn	\$4,000, four-horse coach, three times a week.
J. H. D. Gregsly	1,800, two-horse coach, three times a week.
B. M. Branner	600.
	800, twice a week.
James M. Ashmore.....	500.
R. J. Chinchman.....	445.
Thomas S. Franklin.....	425.
Joseph Lacy	425.
Ashmore & Hill.....	398.
Silas Jerris	375.

(Not let.)

ROUTE No. 8675.

From Post Oak Springs to Yellow Creek, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jacob Lester	\$207.
Levi Hamby	70. <i>Accepted.</i>

Contract made with Levi Hamby, at \$70, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Post Oak Springs, Saturday, at 2 p. m., arrive at Yellow Creek by 8 p. m.

Leave Yellow Creek Saturday at 7 a. m.; arrive at Post Oak Springs by 1 p. m.

ROUTE No. 8676.

From Russellville to Caney Branch, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
D. C. Dunn	\$1,550, two-horse coach, three times a week.
Gilbraith & Mason.....	648.
W. L. & C. G. Nenny	550.
W. H. Turley	416.
W. L. & C. G. Nenny	250. <i>Accepted April 25, 1858.</i>

Contract made with W. L. & C. G. Nenny, at \$250, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Russellville Monday at 8 a. m.; arrive at Caney Branch by 5 p. m.

Leave Caney Branch Tuesday, at 8 a. m.; arrive at Russellville by 5 p. m.

ROUTE No. 8677.

From Russellville to Sneedsville, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Gilbraith & Mason.....	\$648.
H. Fudge.....	675.
Wm. L. & C. G. Nenny.....	325. <i>Accepted April 25, 1857.</i>

Contract made with Wm. L. & C. G. Nenny, at \$325, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Russellville Wednesday at 7 a. m.; arrive at Sneedsville by 5 p. m.

Leave Sneedsville Thursday at 7 a. m.; arrive at Russellville by 5 p. m.

ROUTE No. 8678.

From Sevier Court-House to Strawberry Plains, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
M. W. McCown	\$112.
A. Clementson	65.
Ely Cook.....	63. <i>Accepted April 25, 1857.</i>

Contract made with Ely Cook, at \$63, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Sevier Court-House Tuesday at 7 a. m.; arrive at Strawberry Plains by 12 m.

Leave Strawberry Plains Tuesday at 1 p. m.; arrive at Sevier Court-House by 7 p. m.

CONTRACTS FOR CARRYING THE MAILS

ROUTE No. 8679.

From Speedwell to Boston, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
John M. Vanbebber.....	\$150.
David F. Rogers.....	145.
(Not let.)	

ROUTE No. 8680.

From Spring Hill to Williamsport, 20 miles, and back, once a week.
(No bidders ; not let.)

ROUTE No. 8681.

From Straight Fork to Snyders', 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. Lacy	\$125.
George W. Sharp.....	110.
(Not let.)	

ROUTE No. 8682.

From Waverly to Dover, 40 miles, and back, once a week.

Bidder's name.	Sum per annum.
Thomas Wilson	\$140. <i>Accepted April 25, 1857.</i>

Contract made with Thomas Wilson, dated April 25, 1857, at \$140 : to commence July 1, 1857, and expire June 30, 1858.

Leave Waverly Tuesday at 6 a. m. ; arrive at Dover by 12 m.

Leave Dover Wednesday at 1 p. m. ; arrive at Waverly by 6 p. m.

ROUTE No. 8683.

From Shelbyville to Shelbyville, 18½ miles, and back, twice a week.

(No bidders ; not let.)

ROUTE No. 8684.

From Paris to Elm Tree, 22 miles, and back, once a week.

Bids for twice a week service invited.

Bidders' names.	Sum per annum.
John F. Cavitt	\$400, twice a week. <i>Accepted April 25, 1857.</i>
James H. Gibbs, (after time)...	398, twice a week.
James T. Williams..do.....	350.
Thomas G. Cardwell..do.....	225.
Do.....do.....	325, twice a week.
James H. Gibbs	199.
Do.....(after time)...	398.

Contract made with John F. Cavitt, dated April 25, 1857, at \$400 : to commence July 1, 1857, and expire June 30, 1858.

Leave Paris Wednesday and Saturday at 2 p. m. ; arrive at Elm Tree by 9 p. m.

Leave Elm Tree Wednesday and Saturday at 6 a. m. ; arrive at Paris by 1 p. m.

ROUTE No. 8685.

From Philadelphia to Kingston, 18 miles, and back, once a week.

Bids for twice a week service will be considered.

Bidders' names.	Sum per annum.
R. R. Byrd	\$200, once a week.
	300, twice a week.
Jacob Lealer	207.
Wm. P. Lowery	400, twice a week, two-horse hack.
	240, twice a week.
	200, once a week.
	121. <i>Accepted April 25, 1857.</i>

Contract made with Wm. P. Lowery, dated April 25, 1857, at \$121: to commence July 1, 1857, and expire June 30, 1858.

Leave Philadelphia Saturday at 1 p. m.; arrive at Kingston by 8 p. m.

Leave Kingston Saturday at 6 a. m.; arrive at Philadelphia by 12 m.

SPECIAL SERVICE IN TENNESSEE.

[This service commences from date of authority, and terminates June 30, 1858.]

Batson from Woodbury, 9 miles, and back, once a week.
Service authorized March 19, 1857, at \$60: limited, &c.

Boon's Creek from Jonesboro', 8 miles, and back, once a week.
Service authorized June 27, 1857, at \$60: limited, &c.

Calf Killer from Sparta, — miles, and back, once a week.
Service authorized March 19, 1857, at \$40: limited, &c.

Granville from Fort Blount and Chestnut Mound, 10 miles, and back, once a week.
Service authorized February 28, 1857, at \$100: limited, &c.

Hatchie from Purdy, 12 miles, and back, once a week.
Service authorized September 4, 1856, at \$80: limited, &c.

Hilton from Blountsville, 6 miles, and back, once a week.
Service authorized June 27, 1857, at \$40: limited, &c.

Hwassee College, 2½ miles, and back, once a week.
Service authorized December 8, 1856, at \$25: limited, &c.

Mouth of Wolf from Locust Valley, 8 miles, and back, once a week.
Service authorized September 4, 1856, at \$50: limited, &c.

Mount Zion from Randolph, 8 miles, and back, once a week.
Service authorized August 6, 1856, at \$60: limited, &c.

Rogers' Creek from Calhoun, 7 miles, and back, once a week.
Service authorized August 16, 1856, at \$50: limited, &c.

Union City from Totten's Wells, 6 miles, and back, once a week.
Service authorized March 19, 1857, at \$40: limited, &c.

STATE OF IOWA.

ROUTE No. 9508.

From Adell to New Jefferson, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
C. Ferguson	\$500.
John Patterson	450.
George McLaughlin	440.
M. F. Gerard, (after time)	375.
H. Army	400.
Thomas Ashton	400. <i>Accepted April 25, 1857.</i>

Contract made with Thomas Ashton, dated April 25, 1857, at \$400 : to commence July 1, 1857, and expire June 30, 1858.

Leave Adell Friday at 7 a. m.; arrive at New Jefferson by 6 p. m.

Leave New Jefferson Saturday at 7 a. m.; arrive at Adell by 6 p. m.

ROUTE No. 9509.

From Cedar Rapids to Albion, 73 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Buckley	\$1,250. 000.
Heman Army	400.
H. V. Smith.....	500.

(Not let.)

ROUTE No. 9510.

From Cedar Rapids to Toledo, 48 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Buckley	\$990. 000.
John E. Vanmetal.....	499. <i>Accepted April 25, 1857.</i>

Contract made with John E. Vanmetal, dated April 25, 1857, at \$499 : to commence July 1, 1857, and expire June 30, 1858.

Leave Cedar Rapids Monday at 7 a. m.; arrive at Toledo next day by 12 m.

Leave Toledo Tuesday at 2 p. m.; arrive at Cedar Rapids next day by 7 p. m.

ROUTE No. 9511.

From Clarksville to Nevada, 79 miles, and back, once a week.

Bidder's name.	Sum per annum.
A. Van Dorn, (after time)	\$1,000.

(Not let.)

ROUTE No. 9512.

From Chariton to Hallsmouth, 145 miles, and back, once a week.

Bidder's name.	Sum per annum.
W. M. Lock	\$5,000.

(Not let.)

ROUTE No. 9513.

From Clear Lake City to Algona, 50 miles, and back, once a week.

Bidder's name.	Sum per annum.
Joseph Hewitt.....	\$500. <i>Accepted April 25, 1857.</i>

Contract made with Joseph Hewitt, dated April 25, 1857, at \$500 : to commence July 1, 1857, and expire June 30, 1858.

Leave Clear Lake City Friday at 1 p. m.; arrive at Algona Sunday by 9 a. m.

Leave Algona Wednesday at 8 a. m.; arrive at Clear Lake City Friday by 6 a. m.

ROUTE No. 9514.

From Decorah to Mitchell, 65 miles, and back, once a week.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.
Peter Kisley	\$1,700.
W. Buckley	1,440. 000.
Roberts & Stewart	994.
Martin O. Walker	490, two-horse covered stages ; or 1,200, three times a week.

(Not let.)

ROUTE No. 9515.

From Decorah to Osage, 65 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kisley	\$1,700, once a week.
W. Buckley	1,140, once a week.
Roberts & Stewart	1,025, once a week.
Thayer & Trem	673, once a week.
	497, once a week.
Martin O. Walker	490, once a week.
	1,200, three times a week. <i>Accepted April 25, 1857.</i>

Contract made with Martin O. Walker, dated April 25, 1857, at \$1,200, three times a week : to commence July 1, 1857, to expire June 30, 1858.

Leave Decorah Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Osage next day by 6 p. m.

Leave Osage Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Decorah next day by 6 p. m.

ROUTE No. 9516.

From Decorah to Menona, 45 miles, and back, once a week.

Bidder's name.	Sum per annum.
William Buckley	\$980. 000.

(Not let.)

ROUTE No. 9517.

From Dubuque to Fort Des Moines, 207 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kisley	\$7,000, two-horse buggy.
William Buckley	3,400. 000.

(Not let.)

ROUTE No. 9518.

From Dubuque to Osage, 185 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kisley	\$4,900.
William Buckley	2,900. 000.
Martin O. Walker	1,800, two-horse covered wagons ; or 4,900, three times a week.

(Not let.)

ROUTE No. 9519.

From Dyersville to Waverly, 85 miles, and back, once a week.

Bidders' names.	Sum per annum.
Koberts & Stewart	\$1,380 ; or 3,700, three times a week.
William Buckley	1,270.
Franklin Emerson	990.
Martin O. Walker	680 ; or 840, two-horse covered wagon. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract made with Martin O. Walker, dated April 25, 1857, at \$340: to commence July 1, 1857, to expire June 30, 1858.

Leave Dyersville Wednesday at 6 a. m.; arrive at Waverly next Friday by 6 a. m.

Leave Waverly Friday at 8 a. m.; arrive at Dyersville next Sunday by 8 a. m.

ROUTE No. 9520.

From Dyersville to Decorah, 85 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kisley	\$1,900.
William Buckley	1,090. 000.

(Not let.)

ROUTE No. 9521.

From Freeman to Mitchellville, 23 miles, and back, once a week.

Bidder's name.	Sum per annum.
Martin O. Walker	\$230, two-horse coach; or 600, three times a week.

(Not let.)

ROUTE No. 9522.

From Fort Des Moines to Eldora, 76 miles, and back, once a week.

Bidders' names.	Sum per annum.
John J. Bell	\$1,075.
E. G. Day	1,049.
John Ellsworth, (after time)	832.

(Not let.)

ROUTE No. 9523.

From Independence to Westfield, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Martin O. Walker	\$390.
W. D. Burch	325.
Charles A. Hayward	250.
Wm. Sufficool, (after time)	390.
Silas Lamb	195. <i>Accepted April 25, 1857.</i>

Contract made with Silas Lamb, dated April 25, 1857, at \$195: to commence July 1, 1857, to expire June 30, 1858.

Leave Independence Friday at 6 a. m.; arrive at Westfield by 7 p. m.

Leave Westfield Thursday at 6 a. m.; arrive at Independence by 7 p. m.

ROUTE No. 9524.

From Jaynesville to Clear Lake City, 75 miles, and back, once a week.

Proposals to commence at Cedar Falls, instead of Jaynesville, are invited.

Bidders' names.	Sum per annum.
Peter Kisley	\$1,900.
Noah Cummins	1,100.
Joseph Hewitt, (after time)	780.
A. Van Dorn, (after time)	1,200.
Luther H. Barnes	795.
	815, from Cedar Falls. <i>Accepted April 25, 1857.</i>

Contract made with Luther H. Barnes, dated April 25, 1857, at \$815: to commence July 1, 1857, to expire June 30, 1858.

Leave Cedar Falls Wednesday at 6 a. m.; arrive at Clear Lake City next Friday by 12 m.

Leave Clear Lake City Friday at 1 p. m.; arrive at Cedar Falls next Sunday by 7 p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 9525.

From Lansing to Eliota, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Daniel Wheeler	\$680.
Erick Erickson, (after time)....	1,000.
Silvester H. Haines.....	550. <i>Accepted April 25, 1857.</i>

Contract made with S. H. Haines, dated April 25, 1857, at \$550: to commence July 1, 1857, to expire June 30, 1858.

Leave Lansing Tuesday at 6 a. m.; arrive at Eliota by 8 p. m.

Leave Eliota Wednesday at 6 a. m.; arrive at Lansing by 8 p. m.

ROUTE No. 9526.

From McGregor's to Osage, 120 miles, and back, once a week.

Bids for three times a week service are invited; also, to commence at Prairie du Chien, Wisconsin.

Bidders' names.	Sum per annum.
Peter Kisley	\$7,900, commence at Prairie du Chien.
William Buckley	4,800, ⁰⁰⁰ , three times a week.
	1,800.
Roberts & Stewart	2,400.
	5,494, three times a week.
M. O. Walker.....	1,190; or
	2,940, three times a week.

(Not let.)

ROUTE No. 9527.

From Marengo to Millersburg, 20 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 9528.

From Marietta to Fort Dodge, 78 miles, and back, once a week.

Bids to end at Webster City will be considered.

Bidder's name.	Sum per annum.
Aaron Williams	\$400. <i>Accepted April 25, 1857.</i>

Contract made with Aaron Williams, at \$400, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Marietta Wednesday at 12 m.; arrive at Webster City next day by 7 p. m.

Leave Webster City Friday at 8 a. m.; arrive at Marietta next day by 12 m.

ROUTE No. 9529.

From Montezuma to Pella, 27 miles, and back, once a week.

Bidder's name.	Sum per annum.
Simpson Parks.....	\$400.

(Not let.)

ROUTE No. 9530.

From Old Mission to St. Ansger, 75 miles, and back, once a week.

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CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Peter Kisley	\$1,900.
Thayer & Trem	973.
M. O. Walker	690.

(After time.)

H. D. Laury	936.
C. Wichman	650.
S. S. Weltsey	624.
N. R. Humphrey	1,950.

(Not let.)

ROUTE No. 9531.

From Philo to Bedford, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Washington Baker	\$497.
W. C. Kern	600.
C. C. Leaming	400.
M. Hubel	300.
Reuben A. Moser	300. <i>Accepted April 25, 1857.</i>

Contract made with Reuben A. Moser, at \$300, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Philo Wednesday at 6 a. m.; arrive at Lexington by 5 p. m.

Leave Lexington Thursday at 6 a. m.; arrive at Bedford by 8 a. m.

Leave Bedford Monday at 3 p. m.; arrive at Lexington by 5 p. m.

Leave Lexington Tuesday at 6 a. m.; arrive at Philo by 5 p. m.

ROUTE No. 9532.

From Rockville to Canton, 26 miles, and back, once a week.

Bidder's name.	Sum per annum.
John Marvin	\$300. <i>Accepted April 25, 1857.</i>

Contract made with John Marvin, at \$300, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Rockville Friday at 8 a. m.; arrive at Canton by 6 p. m.

Leave Canton Saturday at 8 a. m.; arrive at Rockville by 6 p. m.

ROUTE No. 9533.

From Rockville to Elkader, 44 miles, and back, once a week.

Bidder's name.	Sum per annum.
John Marvins	\$450. <i>Accepted April 25, 1857.</i>

Contract made with John Marvins, at \$450, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Rockville Wednesday at 6 a. m.; arrive at Elkader by 8 p. m.

Leave Elkader Thursday at 6 a. m.; arrive at Rockville by 8 p. m.

ROUTE No. 9534.

From Freeman to Shell Rock Falls, 31 miles, and back, once a week.

Bidder's name.	Sum per annum.
Preston, Roberts & Stewart	\$690, provided they get No. 9539.

(Not let.)

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 9535.

From Vinton to Albion, 55 miles, and back, once a week.

Bidder's name.	Sum per annum.
A. H. Felton and W. D. Hitchner	\$600. <i>Accepted April 25, 1857.</i>

Contract made with Felton & Hitchner, at \$600, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Vinton Thursday at 6 a. m.; arrive at Albion next day by 12 m.

Leave Albion Friday at 1 p. m.; arrive at Vinton next day by 6 p. m.

ROUTE No. 9536.

From Waterloo to Eldora, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Luther H. Barnes.....	\$468.
James St. Johns.....	398. <i>Accepted April 25, 1857.</i>

Contract made with James St. Johns, at \$398, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave Waterloo Wednesday at 7 a. m.; arrive at Eldora next day by 12 m.

Leave Eldora Monday at 3 p. m.; arrive at Waterloo next day by 7 p. m.

ROUTE No. 9537.

From Waterloo to Fort Dodge, 140 miles, and back, once a week.

Bids for more frequent service invited.

Bidders' names.	Sum per annum.
Peter Kisley	\$2,500.
Martin O. Walker	1,390; or
	3,900, three times a week.
Luther H. Barnes.....	1,190; or
	2,195.
John Ellsworth, (after time) ...	930.

ROUTE No. 9538.

From West Union to Austin, 92 miles, and back, once a week.

Bids for more frequent service will be considered.

Bidders' names.	Sum per annum.
Peter Kisley	\$2,200.
William Buckley	1,590.
Preston, Roberts & Stewart	1,194; or
	3,340, three times a week.
A. Battles	1,000. ^{ooo.}
	1,800, twice a week.
	2,500, three times a week.
M. O. Walker	890.
	2,400, three times a week.

(Not let.)

ROUTE No. 9539.

From West Union to Freeman, 52 miles, and back, once a week.

Bids to end at Bradford, and for more frequent service, are invited.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
William Buckley	\$1,090. 000.
Roberts & Stewart.....	770; or
	1,140, three times a week, end at Bradford.
Asa Battles.....	700. 000.
	1,200, twice a week.
	1,500, three times a week.
M. O. Walker	600; or
	1,490, three times a week.

(Not let.)

ROUTE No. 9540.

From West Union to Prairie du Chien, 43 miles, and back, three times a week.
Bids for six trips a week will be considered.

Bidders' names.	Sum per annum.
P. G. Wright.....	\$2,000.
William Buckley	1,890.
Asa Battles	1,600; or
	3,000, six times a week.
Martin O. Walker.....	1,440; or
	1,940, six times a week.
Roberts & Stewart	1,240; or
	1,620, six times a week.
Randell & Rook	1,390. <i>Accepted April 25, 1857.</i>

Contract made with Randell & Rook, at \$1,390, dated April 25, 1857: to commence July 1, 1857, to expire June 30, 1858.

Leave West Union daily, except Sunday, at 6 a. m.; arrive at Prairie du Chien by 7 p. m.

Leave Prairie du Chien daily, except Sunday, at 6 a. m.; arrive at West Union by 7 p. m.

ROUTE No. 9541.

From Fort Dodge to Council Bluffs, 200 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kisley	\$3,900. 000.
Asa Battles	3,000. 000.
J. W. Ellis.....	1,600.

(Not let.)

SPECIAL SERVICE FOR IOWA.

[This service commences from date of authority, and terminates June 30, 1858.]

Aquilla Grove from Burr Oak, 8 miles, and back, once a week.

Service authorized October 17, 1856, at \$60: limited to net proceeds.

Eureka from Ola, 5 miles, and back, once a week.

Service authorized October 4, 1856, at \$40: limited to net proceeds.

Horton from Waverly, 9 miles, and back, once a week.

Service authorized August 6, 1856, at \$60: limited to net proceeds.

North Bend from Osage, 8 miles, and back, once a week.

Service authorized March 13, 1857, at \$50: limited to net proceeds.

Elon from Waterville, 5½ miles, and back, once a week.

Service authorized September 4, 1856, at \$40: limited to net proceeds.

Bruner from Toledo, 3½ miles, and back, once a week.
 Service authorized August 20, 1856, at \$25: limited to net proceeds.

Deerfield from Chickasaw, 5 miles, and back, once a week.
 Service authorized August 20, 1856, at \$40: limited to net proceeds.

Lester from Barclay, 8 miles, and back, once a week.
 Service authorized August 20, 1856, at \$60: limited to net proceeds.

Maysville from Cedar Falls, 8 miles, and back, once a week.
 Service authorized August 20, 1856, at \$50: limited to net proceeds.

North Liberty from Iowa City, 8 miles, and back, once a week.
 Service authorized June 27, 1857, at \$60: limited to net proceeds.

Green Castle from Newton, 15 miles, and back, once a week.
 Service authorized August 4, 1856, at \$90: limited to net proceeds.

Beaver City from New Hampton, 5 miles, and back, once a week.
 Service authorized September 22, 1856, at \$40: limited to net proceeds.

Big Grove from Macedonia, 10 miles, and back, once a week.
 Service authorized September 22, 1856, at \$75: limited to net proceeds.

Quebec, from Eldora, 8 miles, and back, once a week.
 Service authorized December 15, 1856, at \$60: limited to net proceeds.

Spring Valley from Nine Eagles, 4 miles, and back, once a week.
 Service authorized August 20, 1856, at \$30: limited to net proceeds.

Point Pleasant to Marietta, 28 miles, and back, once a week.
 Service authorized December 8, 1856, at \$224: limited to net proceeds.

Story City from Nevada, 15 miles, and back, once a week.
 Service authorized December 15, 1856, at \$120: limited to net proceeds.

Stacyville from Osage, 10 miles, and back, once a week.
 Service authorized August 20, 1856, at \$75: limited to net proceeds.

Vienna from Albion, 10 miles, and back, once a week.
 Service authorized October 4, 1856, at \$75: limited to net proceeds.

Swanton to Cedar Falls, 18 miles, and back, once a week.
 Service authorized August 20, 1856, at \$100: limited to net proceeds.

Durea from Stacyville, 9 miles, and back, once a week.
 Service authorized September 22, 1856, at \$70: limited to net proceeds.

Genoa from Hillsville, 10 miles, and back, once a week.
 Service authorized September 22, 1856, at \$75: limited to net proceeds.

Hardin's Corners from Clarinda, 10 miles, and back, once a week.
 Service authorized February 10, 1857, at \$75: limited to net proceeds.

Milledgeville from Iconium, 5 miles, and back, once a week.
 Service authorized March 13, 1857, at \$40: limited to net proceeds.

Blakeville from Barclay, 8 miles, and back, once a week.
 Service authorized August 9, 1856, at \$60: limited to net proceeds.

Belmond from Alden, 25 miles, and back, once a week.
 Service authorized August 6, 1856, at \$150: limited to net proceeds.

STATE OF ILLINOIS.

ROUTE No. 13251a.

From Taylorsville to Pana, 18 miles, and back, three times a week.

Contract ordered with W. A. Goodrich, dated June 20, 1856, at \$500 per annum: service commenced July 2, 1856, to expire June 30, 1858.

Leave Taylorsville Monday, Wednesday, and Friday, at 6 a. m.; arrive at Pana same days by 12 m.

Leave Pana Tuesday, Thursday, and Saturday, at 12 m.; arrive at Taylorsville same days by 6 p. m.

ROUTE No. 13256a.

From Springfield to Beardstown, 57 miles, and back, three times a week.

Contract ordered with Joel W. Davis, dated December 11, 1856, at \$900 per annum: service commenced January 31, 1857, to expire June 30, 1858.

Leave Springfield Tuesday, Thursday, and Saturday, at 4 a. m.; arrive at Beardstown same days by 9 p. m.

Leave Beardstown Monday, Wednesday, and Friday, at 4 a. m.; arrive at Springfield same days by 9 p. m.

ROUTE No. 13003a.

From Elizabethtown to Cave in Rock, 8 miles, and back, twice a week.

Contract ordered with John Mitchell, dated September 8, 1856, at \$127 per annum: service commenced October 15, 1856, to expire June 30, 1858.

Leave Elizabethtown Wednesday and Saturday at 3 p. m.; arrive at Cave in Rock same days by 7 p. m.

Leave Cave in Rock Wednesday and Saturday at 10 a. m.; arrive at Elizabethtown same days by 1 p. m.

ROUTE No. 13501.

From Onargo to Middleport, 15 miles, and back, six times a week.

Contract ordered with George Hoyle, dated August 8, 1856, at \$450 per annum: service commenced August 25, 1856, to expire June 30, 1858.

Leave Onargo daily, except Sunday, at 1 p. m.; arrive at Middleport same day by 4½ p. m.

Leave Middleport daily, except Sunday, at 7 a. m.; arrive at Onargo same day by 10½ a. m.

ROUTE No. 13276.

From Charleston to York, 37 miles, and back, once a week.

Contract transferred to Samuel S. Miller by William Barrick, dated July 9, 1856, at \$225 per annum: to commence from July 1, 1856, and expire June 30, 1858.

Leave Charleston Friday at 6 a. m.; arrive at York same day by 6 p. m.

Leave York Saturday at 8 a. m.; arrive at Charleston same day by 8 p. m.

ROUTE No. 13277.

From Charleston to Pesotum, 41 miles, and back, once a week.

Contract transferred to Robert Watters by William Barrick, dated July 29, 1856, at \$400 per annum: to commence from July 1, 1856, and expire June 30, 1858.

Leave Charleston Thursday at 6 a. m.; arrive at Pesotum next day by 11 a. m.

Leave Pesotum Friday at 12 m.; arrive at Charleston next day by 4 p. m.

ROUTE No. 13312.

From Golconda to Marion, 40 miles, and back, twice a week.

Caleb Musgrove having abandoned this service, contract made with H. Freeman, dated June 24, 1857, at \$500 per annum: service commenced on June 17, 1857, to expire June 30, 1858.

Leave Golconda Monday and Friday at 6 a. m.; arrive at Marion same days by 7 p. m.

Leave Marion Tuesday and Saturday at 6 a. m.; arrive at Golconda same days by 7 p. m.

ROUTE No. 13331.

From Belleville to Sparta, 36 miles, and back, twice a week.

Contract transferred to J. M. McCutcheon by M. C. J. R. & J. W. Hawkins, dated May 24, 1857, at \$412 28 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Belleville Wednesday and Friday at 5 a. m.; arrive at Sparta same days by 8 p. m.

Leave Sparta Tuesday and Thursday at 5 a. m.; arrive at Belleville same days by 8 p. m.

ROUTE No. 13340.

From Brighton to Jacksonville, 56 miles, and back, twice a week.

Benjamin Neilson having abandoned this service, contract made with Adgate Drury, dated April 25, 1857, at \$800 per annum : to commence from March 1, 1857, and expire June 30, 1858.

Leave Brighton Tuesday and Friday at 9 a. m.; arrive at Jacksonville next days by 6 p. m.

Leave Jacksonville Tuesday and Friday at 8 a. m.; arrive at Brighton next days by 6 p. m.

ROUTE No. 13362.

From Rushville to Mount Sterling, 17 miles, and back, three times a week.

Contract transferred to A. B. Baird by Lorenzo Smith, dated July 29, 1856, at \$240 per annum : to commence from July 1, 1857, and expire June 30, 1858.

Leave Rushville, Wednesday, Friday, and Sunday, at 7 a. m.; arrive at Mount Sterling same days by 11 a. m.

Leave Mount Sterling Tuesday, Thursday, and Saturday, at 4 a. m.; arrive at Rushville same days by 8 p. m.

ROUTE No. 13394.

From Bureau Junction to Grandville, 18 miles, and back, six times a week.

Contract transferred to Joshua B. Simpson by John Guyselman, dated June 3, 1857, at \$450 per annum : to commence from April 1, 1857, and expire June 30, 1858.

Leave Bureau Junction daily, except Sunday, at 9 a. m.; arrive at Grandville same day by 11 a. m.

Leave Grandville daily, except Sunday, at 12 m.; arrive at Bureau Junction same day by 2 p. m.

ROUTE No. 13405.

From Galesburg to Muscatine, 59 miles, and back, once a week.

Contract transferred to Mathew Lequatt by E. T. Essex, dated April 30, 1857, at \$400 per annum ; to commence from April 1, 1857, and expire June 30, 1858.

Leave Galesburg Thursday at 8 a. m.; arrive at Muscatine next day by 4 p. m.

Leave Muscatine Tuesday at 8 a. m.; arrive at Galesburg next day by 4 p. m.

ROUTE No. 13423.

From Freeport to Monroe, and back, by Cadiz, Winslow, and Wadham's Grove, to Freeport, 55 miles, three times a week.

Contract transferred to S. F. Taylor by J. R. Berry, dated May 11, 1857, at \$590 per annum : to commence from April 1, 1857, and expire June 30, 1858.

Leave Freeport Monday, Wednesday, and Friday, at 6 a. m.; arrive at Monroe same days by 6 p. m.

Leave Monroe Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Freeport same days by 6 p. m.

ROUTE No. 13487.

From Dixon to Beloit, 73 miles, and back, three times a week.

Contract transferred to Wm. Moore by John F. Thayer, dated October 18, 1856, at \$943 32 per annum : to commence from July 1, 1856, and expire June 30, 1858.

Leave Dixon Monday, Wednesday, and Friday, at 7 a. m.; arrive at Beloit next days by 5 p. m.

Leave Beloit Monday, Wednesday, and Friday, at 6 a. m.; arrive at Dixon next days by 5 p. m.

ROUTE No. 13572.

From Galena to Dunleith, 16 miles, and back, once a week.

Contract transferred to W. S. Hope by Martin Gray, dated August 28, 1856, at \$149 per annum : to commence from July 1, 1856, and expire June 30, 1858.

Leave Galena Thursday at 7 a. m.; arrive at Dunleith same day by 12 m.

Leave Dunleith Thursday at 1 p. m.; arrive at Galena same day by 6 p. m.

ROUTE No. 13573.

From Galena to Nora, 30 miles, and back, once a week.

Contract transferred to W. L. Hope by Martin Gray, dated August 28, 1856, at \$275 per annum : to commence from July 1, 1856, and expire June 30, 1858.

Leave Galena Friday at 8 a. m.; arrive at Nora same day by 7 p. m.

Leave Nora Saturday at 8 a. m.; arrive at Galena same day by 7 p. m.

ROUTE No. 13554.

From Morris to Sandwich, 24 miles, and back, six times a week.

Contract ordered with Horace Severns, dated December 1, 1856, at \$800 per annum : service commenced December 22, 1856, and expires June 30, 1858.

Leave Morris daily, except Sunday, at 2 p. m.; arrive at Sandwich same day by 10 p. m.

Leave Sandwich daily, except Sunday, at 5 a. m.; arrive at Morris same day by 1 p. m.

ROUTE No. 13569.

From St. Louis to Belleville, 17 miles, and back, daily.

Contract ordered with A. D. Hay, dated March 18, 1857, at \$1,400 per annum : service commenced April 1, 1857, and expires June 30, 1858.

Leave St. Louis daily, except Sunday, at 7 a. m.; arrive at Belleville same day by 10 a. m.

Leave Belleville daily, except Sunday, at 2 p. m.; arrive at S. Louis same day at 5 p. m.

ROUTE No. 13610.

From Springfield to Pana, 48 miles, and back, three times a week.

Bidders' names.	Sum per annum.
James A. Ryan.....	\$5,500, hack, invited service; no guaranty.
	1,975, no guaranty.
Griffith Evans.....	1,999, two-horse hacks; no guaranty.
	1,900.
Thomas Long.....	1,800.
P. S. Scott.....	1,200. 000.

(Not let.)

ROUTE No. 13611.

From Springfield to Beardstown, 57 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Martin O. Walker.....	\$3,400, two-horse coach.
Joel W. Davis.....	2,000, two-horse coach.
P. S. Scott.....	1,300, 000. Accepted April 25, 1857.

Contract made with P. S. Scott, dated April 25, 1857, at \$1,300 per annum; to commence July 1, 1857, to expire June 30, 1858.

Leave Springfield Tuesday, Thursday, and Saturday, at 4 a. m.; arrive at Beardstown by 9 p. m.

Leave Beardstown Monday, Wednesday, and Friday, at 4 a. m.: arrive at Springfield by 9 p. m.

ROUTE No. 13612.

From Richmond to Milwaukie, 50 miles, and back, once a week.

Bidder's name.	Sum per annum.
Elon Powers.....	\$700, two-horse wagon or carriage, via Wheatland, Burlington, Rochester, Waterford, and Vienna, including others, if any, on said route.

(Suspended.)

ROUTE No. 13613.

From Olney to Newton, 24 miles, and back, once a week.

(No bidders; not let.)

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 13605.

From Golconda to Metropolis City, 47 miles, and back, once a week.

Bidder's name.	Sum per annum.
David Andrews, (after time)-----	\$390. (Rec'd April 7, 1857.) <i>Accepted April 25, 1857.</i>

Contract ordered with David Andrews, dated April 25, 1857, at \$390 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Golconda Wednesday at 6 a. m. ; arrive at Metropolis City next day by 12 m.

Leave Metropolis City Thursday at 1 p. m. ; arrive at Golconda next day by 6 p. m.

(Contract not executed.)

ROUTE No. 13606.

From Equality to Marion, 43 miles, and back, once a week.

Bidder's name.	Sum per annum.
C. A. Smith-----	\$594.

(Not let ; too high.)

ROUTE No. 13607.

From Carbondale to Urbane, 11 miles, and back, once a week.

(No bidders ; not let.)

ROUTE No. 13608.

From Carbondale to Jackson, 40 miles, and back, once a week.

(No bidders ; not let.)

ROUTE No. 13609.

From Carlinville to Waverly, 25 miles, and back, once a week.

(No bidders ; not let.)

ROUTE No. 13602.

From Caledonia to Thebes, 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joel Lackey -----	\$350.
	175, schedule changed.
S. W. Bemhardt -----	200.
William Lackey-----	175. <i>Accepted April 25, 1857.</i>

Contract made with Wm. Lackey, dated April 25, 1857, at \$175 per annum ; to commence July 1, 1857, to expire June 30, 1858.

Leave Caledonia Tuesday at 7 a. m. ; arrive at Thebes by 4 p. m.

Leave Thebes Wednesday at 7 a. m. ; arrive at Caledonia by 4 p. m.

ROUTE No. 13603.

From Emporium City to Village Ridge, — miles, and back, once a week.

(No bidders ; not let.)

ROUTE No. 13604.

From Gallatin to Duquoin Station, 42 miles, and back, once a week.

Bidders' names.	Sum per annum.
Daniel Jones-----	\$550, two-horse coach.
C. A. Smith-----	394.
Thomas M. Sams -----	298. <i>Accepted April 25, 1857.</i>

Contract made with Thomas M. Sams, dated April 25, 1857, at \$298 per annum ; to commence July 1, 1857, to expire June 30, 1858.

Leave Gallatin Saturday at 6 a. m. ; arrive at Duquoin Station same day by 7 p. m.

Leave Duquoin Station Friday at 6 a. m. ; arrive at Gallatin same day by 7 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 13600.

From McLeansboro' to Mount Vernon, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
C. A. Smith	\$384.
George Hefner	225, McLeansboro' to Carmi. 225. No guaranty.
Alexander T. Sullinger	200.
Jesse Moore	189.
John J. Ritchey	175.
James M. Blades	165, sum altered. <i>Accepted April 25, 1857.</i>

Contract made with James M. Blades, dated April 25, 1857, at \$165 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave McLeansboro' Monday at 7 a. m.; arrive at Mount Vernon same day by 6 p. m.

Leave Mount Vernon Tuesday at 7 a. m.; arrive at McLeansboro' same day by 6 p. m.

ROUTE No. 13601.

From McLeansboro' to Fairfield, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel Hooper	\$582.
C. A. Smith	384.
George Hefner	235. 230. No guaranty.
John J. Ritchey	225.
James M. Blades	190. <i>Accepted April 25, 1857.</i>

Contract made with James M. Blades, dated April 25, 1857, at \$190 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave McLeansboro' Friday at 7 a. m.; arrive at Fairfield same day by 6 p. m.

Leave Fairfield Saturday at 7 a. m.; arrive at McLeansboro' same day by 6 p. m.

ROUTE No. 13598.

From DeKalb Centre to Dorset, 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
T. G. Hopkins	\$300, horse or buggy at discretion; sum altered.
Charles Needham	200, horse or buggy at option of bidder; sum altered.
Wilson Love	150, buggy.
Joseph F. Glidden	148, two-horse coach.
John L. Harrison	140, horse or buggy; sum altered.
D. D. Olmstead, (after time)	190. 000. (Received May 4, 1857.)

(Not let; suspended.)

ROUTE No. 13599.

From Xenia to Mount Vernon, 80 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel Hooper	\$2,470, two-horse coach.
Carson D. Hay	2,250, two-horse coach, three times a week; during 3 winter months, in any manner most con- venient; schedule proposed.
J. E. Walker and J. W. Elliott ..	2,000.

(Not let; suspended.)

ROUTE No. 13595.

From Lewistown to Avon, 30 miles, and back, once a week.

Bidder's name.	Sum per annum.
Jeremiah W. Roberts.....	\$1,400, two-horse coach, three times a week.
Benjamin F. Louk.....	936, two-horse hack, three times a week.
De Witt C. Bryant.....	794.
	1,100, tri-weekly.
	1,492, two-horse stage, tri-weekly.
	3,765, four-horse coach, tri-weekly.
James S. Penny	639, two-horse coach, tri-weekly. <i>Accepted April 25, 1857.</i>
D. M. Stump	500, two-horse hack.
	1,500, two-horse hack, three times a week; reversed schedule.
James S. Penny	323.
Joseph Hilton, (after time)	350, two-horse conveyance. (Received April 4, 1857.)
	955, two-horse conveyance; three times a week. (Received April 4, 1857.)

Contract made with James S. Penny, dated April 25, 1857, at \$639 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Lewistown Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Avon by 5 p. m.

Leave Avon Monday, Wednesday, and Friday, at 7 a. m.; arrive at Lewistown by 5 p. m.

ROUTE No. 13596.

From St. Mary's to Fountain Green, 10 miles, and back, once a week.

Bidder's name.	Sum per annum.
James S. Penny	\$115.

(Not let; too high.)

ROUTE No. 13597.

From Huntsville to Putnam, 9 miles, and back, once a week.

Bidder's name.	Sum per annum.
James S. Penny	\$115.

(Not let; too high.)

ROUTE No. 13593.

From Carrollton to Pleasant Hill, 40 miles, and back, once a week.

Bidder's name.	Sum per annum.
R. R. Nichols	\$350. <i>Accepted April 25, 1857.</i>

Contract made with R. R. Nichols, dated April 25, 1857, at \$350 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave Carrollton Monday at 6 a. m.; arrive at Pleasant Hill by 7 p. m.

Leave Pleasant Hill Tuesday at 6 a. m.; arrive at Carrollton by 6 p. m.

ROUTE No. 13594.

From Aurora to Elgin, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
S. P. Saxton.....	\$1,500 00, two-horse covered hack, three times a week; schedule proposed.
Oscar Dewey.....	1,200 00, two-horse covered carriage, invited service; schedule proposed.
Marshall Clark.....	1,175 00, two horse covered carriage.
John Kelly & T. W. Poor.....	1,000 00, two-horse covered carriage, three times a week.
Oscar Dewey.....	1,000 00, invited service; schedule proposed.
Perry Brook & Geo. F. Murray ..	850 00, two or four-horse covered carriage.
	900 00, two or four-horse covered carriage, three times a week. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Thomas R. Welch	\$300 00. 000.
	575 00, 000, semi-weekly; schedule reversed.
Chas. A. Wright & Henry Lyons	400 00, two-horse coach.
	1,000 00, three times a week.
John Breese	228 80, as may be directed; schedule changed. No guaranty.
(After time.)	
Martin Sevitzer	1,000 00, one-horse carriage, three times a week. (Received April 3, 1857.)
Wm. S. Shaw	850 00, three times a week; schedule proposed. (Received April 4, 1857.)
John H. Orcott	507 00, two-horse hack, three times a week. (Received April 4, 1857.)

Contract made with Perry Brooks and George F. Murray, dated April 25, 1857, at \$900 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Aurora Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Elgin same days by 2 p. m.

Leave Elgin same days at 2.40 p. m.; arrive at Aurora same days by 9.30 p. m.

ROUTE No. 13584.

From New Boston to Galva, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
Frank. J. Bush and Lyman H. Scudder.	\$1,200. 000.
John S. Moore	1,190, two-horse hack.
Caleb Vernon	680. 000.
J. J. Goddard & P. A. Shepherd.	624, two-horse hack; mail under cover. <i>Accepted April 25, 1857.</i>

Contract made with J. J. Goddard & P. A. Shepherd, dated April 25, 1857, at \$624 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave New Boston Wednesday at 7 a. m.; arrive at Galva next day by 6 p. m.

Leave Galva Monday at 7 a. m.; arrive at New Boston next day by 6 p. m.

ROUTE No. 13585.

From Maquon to Walnut Grove, 27 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 13586.

From Ridge Farm to Urbana, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
M. M. Redford	\$400.
Hezekiah Miner	250, schedule changed. <i>Accepted April 25, 1857.</i>
Robert Mills, (after time)	400, sum altered. (Received April 9, 1857.)

Contract made with Hezekiah Miner, dated April 25, 1857, at \$250 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Ridge Farm Wednesday at 6 a. m.; arrive at Urbana by 6 p. m.

Leave Urbana Tuesday at 6 a. m.; arrive at Ridge Farm by 6 p. m.

ROUTE No. 13587.

From Kankakee Depot to Gardner, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
(After time.)	
Francis Squire	\$350. (Received May 4, 1857.)
G. W. Kearnes	275. (Received May 4, 1857.)
(Not let.)	

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 13588.

From Quincy to Douglassville, 24 miles, and back, once a week.
(No bidders ; not let.)

ROUTE No. 13589.

From Macomb to Canton, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
James S. Penny	\$737, invited service.
David H. Cramblet	460, two-horse hack.
	1,300, three times a week.
James S. Penny	349. <i>Accepted April 25, 1857.</i>
Joseph Hilton, (after time)	477, two-horse conveyance. (Received April 4, 1857.)
	1,200, two-horse conveyance, three times a week. (Received April 4, 1857.)

Contract made with James S. Penny, dated April 25, 1857. at \$349 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Macomb Tuesday at 6 a. m. ; arrive at Canton by 6 p. m.

Leave Canton Wednesday at 6 a. m. ; arrive at Macomb by 6 p. m.

ROUTE No. 13590.

From Mount Carroll to Sterling, 40 miles, and back, once a week.
(Not let ; no bidders.)

ROUTE No. 13591.

From Mount Carroll to Fulton, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry Ashway & William A. J. Peirce.	\$300, two-horse coach.
	500, twice a week.

(Not let ; too high.)

ROUTE No. 13592.

From Polo to Franklin Grove, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. M. Read	\$2,446, two-horse conveyance, six times a week ; sum altered.
D. C. & R. Wagner	1,300, two-horse hack or stage, six times a week.
Wilson Love	875, two-horse coach, three times a week.
William Moore	500, two-horse covered hack.
	800, three times a week.
	1,800, six times a week.
J. M. Read	500, two-horse conveyance ; end at Mount Morris ; six times a week.
John Powell & Loyal Woodstock.	450, two-horse coach.
	750, three times a week.
	1,500, six times a week.
Martin O. Walker	440, two-horse coach.
	900, three times a week.
William S. Blair	300, two-horse hack or coach, six times a week ; end at Mount Morris.
	350, same service, supplying Adaline once a week from Mount Morris.
Jona Mumma	280, two-horse covered carriage, six times a week, from Mount Morris to Polo.

Bidders' names.	Sum per annum.
D. C. & R. Wagner	\$200, two-horse hack, six times a week; invited service. <i>Accepted April 25, 1857.</i>
Peter Funk	184, two-horse covered coach; invited service.
Rober C. Heister, (after time) ..	160, two-horse hack, to Mount Morris. 50, to supply Adaline once a week, or oftener in proportion, if route from Mount Morris to Adaline and Forester is discontinued. (Received April 24, 1857.)

Contract made with D. C. & R. Wagner, dated April 25, 1857, at \$200 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Polo daily, except Sunday, at 11 a. m.; arrive at Mount Morris same day by 2 p. m.

Leave Mount Morris daily, except Sunday, at 7 a. m.; arrive at Polo same day by 10 a. m.

ROUTE No. 13683.

From Avon to Monmouth, 45 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Martin O. Walker	\$1,490 00, two-horse coach.
James S. Penny	1,350 00, two-horse coach, six times a week.
John Hudiburgh	1,250 00, two-horse coach.
Phillip J. Karnes	1,200 00, two-horse coach.
	1,800 00, two-horse coach, six times a week.
D. M. Stump	1,000 00, two-horse hack. 1,000 00, two-horse hack, <i>pro rata</i> , six times a week. No guaranty.
	783 50, <i>pro rata</i> , six times a week. No guaranty.
Lewis L. Ury	900 00.
John Hudiburgh	950 00.
Foot & Eilenberger	891 00, two-horse close hack. 550 00, one-horse close hack. 1,782 00, two-horse close hack. } Invited service. 810 00, one-horse close hack. }
William G. Bond	863 00.
James M. Gowan	800 00, two-horse carriage.
James S. Penny	793 00, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with James S. Penny, dated April 25, 1857, at \$793, per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Avon Monday, Wednesday, and Friday, at 8 a. m.; arrive at Monmouth by 6 p. m.

Leave Monmouth Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Avon by 6 p. m.

SPECIAL SERVICE FOR ILLINOIS.

Mainville from Leydon Centre, 3 miles, and back, once a week.

Service authorized July 5, 1856, at \$24 per annum: limited, &c.; to expire June 30, 1858.

Mission Point from Newark, 4 miles, and back, twice a week.

Service authorized December 1, 1856, at \$40 per annum: limited, &c.; to expire June 30, 1858.

No Grove from Troy Grove, 7 miles, and back, three times a week.

Service authorized July 1, 1856, at \$68 per annum: limited, &c.; to expire June 30, 1858.

Ohio from Princeton, 12 miles, and back, once a week.

Service authorized September 24, 1856, at \$35 per annum: limited, &c.; to expire June 30, 1858.

Elkhorn and Plum from West Wheeling, 6 miles, and back, three times a week.

Service authorized December 18, 1856, at \$90 per annum: limited, &c.; to expire June 30, 1858.

Prairie Creek from Middleton, 10 miles, and back, once a week.

Service authorized January 10, 1857, at \$50 per annum: limited, &c.; to expire June 30, 1858.

- Ridotts from Nevada, 4 miles, once a week.
Service authorized April 23, 1857, at \$50 per annum : limited, &c.; to expire June 30, 1858.
- Saint Anne from Laugum, 4½ miles, and back, twice a week.
Service authorized October 30, 1856, at \$44 per annum : limited, &c.; to expire June 30, 1858.
- Schaumburg from —, — miles, and back, — a week.
Service authorized April 11, 1857, at \$50 per annum : limited, &c.; to expire June 30, 1858.
- Crab Apple Grove from Pilot, 6 miles, and back, once a week.
Service authorized April 23, 1857, at \$40 per annum : limited, &c.; to expire June 30, 1858.
- Buchanan from Hillaboro', 9 miles, and back, once a week.
Service authorized September 11, 1856, at \$48 per annum : limited, &c.; to expire June 30, 1858.
- Raritan from Roseville, 10 miles, and back, — a week.
Service authorized September 11, 1856, at \$56 per annum : limited, &c.; to expire June 30, 1858.
- Kippersville from Lockhart, 6 miles, and back, twice a week.
Service authorized September 16, 1856, at \$60 per annum : limited, &c.; to expire June 30, 1858.
- Centreville from Mahomet, 10 miles, and back, once a week.
Service authorized September 24, 1856, at \$52 per annum : limited, &c.; to expire June 30, 1858.
- Compton from Blackberry Station, 4 miles, and back, — a week.
Service authorized June 29, 1857, at \$60 per annum : limited, &c.; to expire June 30, 1858.
- Grand Tower from Murphysboro', 6 miles, and back, once a week.
Service authorized August 30, 1856, at \$36 per annum : limited, &c.; to expire June 30, 1858.
- Damascus from Erin, — miles, and back, — a week.
Service authorized May 25, 1857, at \$50 per annum : limited, &c.; to expire June 30, 1858.
- Elvina from Dunleith, 7 miles, and back, once a week.
Service authorized July 14, 1856, at \$40 per annum : limited, &c.; to expire June 30, 1858.
- Fielding from Jerseyville, 10 miles, and back, once a week.
Service authorized January 30, 1857, at \$40 per annum : limited, &c.; to expire June 30, 1858.
- Ohio Grove from Sycamore, 4½ miles, and back, — times a week.
Service authorized June 27, 1857, at \$60 per annum : limited, &c.; to expire June 30, 1858.
- Alma from Salem, 8 miles, and back, once a week.
Service authorized October 17, 1856, at \$40 per annum : limited, &c.; to expire June 30, 1858.
- Hardinsville from Robinson, 8 miles, and back, once a week.
Service authorized October 9, 1856, at \$40 per annum : limited, &c.; to expire June 30, 1858.
- Industry from Doddsville, 5 miles, and back, once a week.
Service authorized November 25, 1856, at \$25 per annum : limited, &c.; to expire June 30, 1858.
- Seward from Plainfield, 3 miles, and back, — a week.
Service authorized May 18, 1857, at \$40 per annum : limited, &c.; to expire June 30, 1858.
- Jones' Creek from Chester, 12 miles, and back, once a week.
Service authorized March 26, 1857, at \$60 per annum : limited, &c.; to expire June 30, 1858.

East Cambridge from Cambridge, 5 miles, and back, once a week.

Service authorized August 21, 1857, at \$32 per annum : limited, &c.; to expire June 30, 1858.

Lamoille from Arlington, 4 miles, and back, six times a week.

Service authorized November 13, 1856, at \$112 per annum : limited, &c.; to expire June 30, 1858.

Romeo from Harvard, 10 miles, and back, once a week.

Service authorized August 30, 1856, at \$28 per annum : limited, &c.; to expire June 30, 1858.

Majority Point, from Greenup, 5½ miles, once a week.

Service authorized December 24, 1856, at \$32 per annum : limited, &c.; to expire June 30, 1858.

Fair Haven from Rock Creek, 6 miles, and back, once a week.

Service authorized March 26, 1857, at \$36 per annum : limited, &c.; to expire June 30, 1858.

Grand Cole Prairie from Coultersville, 5 miles, and back, once a week.

Service authorized March 26, 1857, at \$30 per annum : limited, &c.; to expire June 30, 1858.

Ashgrove from Onargo, 12 miles, and back, once a week.

Service authorized February 28, 1857, at \$72 per annum : limited, &c.; to expire June 30, 1858.

Coal Valley from Rock Island, 11 miles, and back, — a week.

Service authorized May 18, 1857, at \$70 per annum : limited, &c.; to expire June 30, 1858.

Arispa from Indiantown, 4½ miles, and back, once a week.

Service authorized March 26, 1857, at \$24 per annum : limited, &c.; to expire June 30, 1858.

Burr's Store from Fayette, 7 miles, and back, once a week.

Service authorized July 2, 1856, at \$39 per annum : limited, &c.; to expire June 30, 1858.

Berrytown from Virginia, 7 miles, and back, once a week.

Service authorized January 10, 1857, at \$36 per annum : limited, &c.; to expire June 30, 1858.

Kossuth from Beloit, 6 miles, and back, — a week.

Service authorized June 27, 1857, at \$48 per annum : limited, &c.; to expire June 30, 1858.

Bible Grove from Louisville, 9 miles, and back, once a week.

Service authorized December 9, 1856, at \$45 per annum : limited, &c.; to expire June 30, 1858.

Basco from Sylvan Dale, 3½ miles, and back, once a week.

Service authorized June 8, 1857, at \$30 per annum : limited, &c.; to expire June 30, 1858.

Oak Dale from Highland, 6 miles, and back, — a week.

Service authorized May 25, 1857, at \$50 per annum : limited, &c.; to expire June 30, 1858.

Jeffersonville from Fairfield, 6 miles, and back, — a week.

Service authorized May 5, 1857, at \$50 per annum : limited, &c.; to expire June 30, 1858.

Chelsea from Mokena, 3 miles, and back, three times a week.

Service authorized October 9, 1856, at \$60 per annum : limited, &c.; to expire June 30, 1858.

Shelburne from Prospect, 2 miles, and back, twice a week.

Service authorized September 24, 1856, at \$36 per annum : limited, &c.; to expire June 30, 1858.

Garden Plains from Albany, 5 miles, and back, once a week.

Service authorized September 26, 1856, at \$28 per annum : limited, &c.; to expire June 30, 1858.

Columbus from Coatsburg, 3½ miles, 3 times a week.

Service authorized November 22, 1856, at \$65 per annum : limited, &c.; to expire June 30, 1858.

- Hardscrabble from Harrisonville, 6 miles, and back, — a week.
Service authorized May 18, 1857, at \$45 per annum : limited, &c.; to expire June 30, 1858.
- Trim Creek from Crete, 7 miles, and back, once a week.
Service authorized April 23, 1857, at \$45 per annum : limited, &c.; to expire June 30, 1858.
- Crete from Rich, 5 miles, and back, 6 times a week.
Service authorized February 12, 1857, at \$150 per annum : limited, &c.; to expire June 30, 1858.
- Deer Creek from Morton, 6 miles, and back, once a week.
Service authorized February 20, 1857, at \$26 per annum : limited, &c.; to expire June 30, 1858.
- Audubon from Oconee Station, 5 miles, and back, twice a week.
Service authorized July 9, 1856, at \$50 per annum : limited, &c.; to expire June 30, 1858.
- Waltham from La Selle, 5 miles, and back, once a week.
Service authorized September 16, 1856, at \$26 per annum : limited, &c.; to expire June 30, 1858.
- Wabash Valley from Livingston, 7½ miles, and back, once a week.
Service authorized October 30, 1856, at \$50 per annum : limited, &c.; to expire June 30, 1858.
- Neapolis from Big Spring, 5 miles, and back, once a week.
Service authorized July 29, 1856, at \$28 per annum : limited, &c.; to expire June 30, 1858.
- Barnett from Decatur, 8 miles, and back, once a week.
Service authorized July 29, 1856, at \$44 per annum : limited, &c.; to expire June 30, 1858.
- Rush Island Bend from Renault, 8 miles, and back, once a week.
Service authorized April 23, 1857, at \$60 per annum : limited, &c.; to expire June 30, 1858.
- Robinet from Equality, 10 miles, and back, once a week.
Service authorized December 13, 1856, at \$60 per annum : limited, &c.; to expire June 30, 1858.
- Dahkota from Winnesheik, 4 miles, and back, once a week.
Service authorized March 26, 1857, at \$24 per annum : limited, &c.; to expire June 30, 1858.
- Walker from Lima, 4½ miles, and back, once a week.
Service authorized March 26, 1857, at \$28 per annum : limited, &c.; to expire June 30, 1858.

STATE OF INDIANA.

From July 1, 1857, to June 30, 1858.

ROUTE No. 14792.

From La Gro to Warren, 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
Daniel Connett.....	\$300.
William Payne.....	200.
J. F. Gillespey.....	275.
John Layman.....	200.
P. W. Aamock.....	180, schedule changed. <i>Accepted April 25, 1857.</i>

Contract made with P. W. Aamock, dated April 25, 1857, at \$180 per annum.

Leave La Gro Tuesday at 7 a. m.; arrive at Warren by 5 p. m.

Leave Warren Monday at 6 a. m.; arrive at La Gro by 4 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 14793.

From Decatur to Warren, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry Besser.....	\$400.
J. F. Gillespey.....	350.
Daniel Connett.....	350.
J. W. Grim.....	300.
John Layman.....	284.
A. B. McDonald.....	275.
William Payne.....	375.
P. W. Aamock.....	268, schedule proposed. <i>Accepted April 25, 1857.</i>

Contract made with P. W. Aamock, dated April 25, 1857, at \$268 per annum.

Leave Decatur Saturday at 6 a. m.; arrive at Warren by 6 p. m.

Leave Warren Friday at 6 a. m.; arrive at Decatur by 6 p. m.

ROUTE No. 14798.

From Frankfort to Danville, 47 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Lister.....	\$950.
	850.
James A. Stephenson.....	800.
Franklin McCarty.....	744.
John W. Hunt.....	734.
John Irwin.....	700.
P. S. Scott.....	650.
Leonidas Mitchell.....	600.
Kelly & McCarty.....	599.
Oel Thayer.....	520.

(Not let.)

ROUTE No. 14799.

From Austin to New Philadelphia, 12 miles, and back, three times a week.

Bidders' names.	Sum per annum.
D. C. Glendy.....	\$275. 000.
William T. Davis.....	250. <i>Accepted April 25, 1857.</i>
Lorenzo D. Whiston (after time).	234. <i>Received April 8, 1857.</i>

Contract made with William T. Davis, at \$250 per annum, dated April 25, 1857.

Leave Austin Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at New Philadelphia by 1 p. m.

Leave New Philadelphia Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Austin by 6 p. m.

ROUTE No. 14800.

From Lexington to Austin, 15 miles, and back, twice a week.

Bidders' names.	Sum per annum.
William T. Davis.....	\$200.
Edmund Hardwick.....	200.
David C. Glendy.....	199.
William T. Davis.....	175. <i>Accepted April 25, 1857.</i>
Lorenzo D. Whiston, (after time).	156, schedule changed. <i>Received April 8, 1857.</i>

Contract made with William T. Davis, dated April 25, 1857, at \$175 per annum.

Leave Lexington Tuesday and Thursday at 1 p. m.; arrive at Austin by 6 p. m.

Leave Austin Tuesday and Thursday at 7 a. m.; arrive at Lexington by 12 m.

ROUTE No. 14794.

From Noblesville to Anderson, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Lister.....	\$520.
	350.
Annin W. Dewey.....	320. o.c.c.
Josiah Harris	312.
George Messick	300.
G. T. Hoover	295.
Allen R. Makepeace	275.
William Roach.....	260.
Joseph Howard.....	245.
Levi Antrim.....	200. Accepted April 25, 1857.

Contract made with Levi Antrim, dated April 25, 1857, at \$200 per annum.

Leave Noblesville Saturday at 9 a. m.; arrive at Anderson by 4 p. m.

Leave Anderson Friday at 8 a. m.; arrive at Noblesville by 3 p. m.

ROUTE No. 14795.

From Princeton to Olney, 40 miles, and back, once a week.

(No bidders.)

ROUTE No. 14796.

From Richmond to Union City, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Lister.....	\$550.
William S. Watt	260; or
	500, twice a week. Accepted April 25, 1857.

Contract made with William S. Watt, dated April 25, 1857, at \$500 per annum, for twice a week service.

Leave Richmond Monday and Friday at 7 a. m.; arrive at Union City by 5 p. m.

Leave Union City Tuesday and Saturday at 7 a. m.; arrive at Richmond by 5 p. m.

ROUTE No. 14797.

From New Providence to Martinsburg, 5 miles, and back, once a week.

(No bidders.)

ROUTE No. 14801.

From Leavenworth to English, 13 miles, and back, once a week.

(No bidders.)

Contract negotiated and made with James Key, dated June 23, 1857, at \$95 per annum.

Leave Leavenworth Saturday at 1 p. m.; arrive at English by 5 p. m.

Leave English Saturday at 8 a. m.; arrive at Leavenworth by 12 m.

ROUTE No. 14802.

From English to Paoli, 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Broxton	\$193.
George B. Miller	98. Accepted April 25, 1857.

Contract made with George B. Miller, dated April 25, 1857, at \$98 per annum.

Leave English Friday at 6 a. m.; arrive at Paoli by 12 m.

Leave Paoli Friday at 2 p. m.; arrive at English by 8 p. m.

ROUTE No. 14803.

From Spencer to Cloverdale, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Abner Frazier.....	\$200. No guaranty.
George M. Monroe.....	182.
A. Frazier, (after time).....	200. Received April 13, 1857.

(Not let.)

ROUTE No. 14804.

From Crawfordsville to Georgetown, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
P. L. Scott	\$650.
James Stewart	320. <i>Accepted April 25, 1857.</i>
C. B. Neilson, (after time)	600, two-horse hack.

Contract made with James Stewart, dated April 25, 1857, at \$320 per annum.
 Leave Crawfordsville Thursday at 8 a. m.; arrive at Georgetown by 12 m.
 Leave Georgetown Friday at 1 p. m.; arrive at Crawfordsville by 4 p. m.

ROUTE No. 14805.

From Sullivan to Robinson, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Fletcher Freeman	\$500.
Jesse Hawkins, (after time)	400. <i>Received April 20, 1857.</i>
(Not let.)	

ROUTE No. 14806.

From Renssalaer to Kankakee Depot, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
Alfred Guthridge	\$1,500, two-horse hack.
C. H. Downing	975, two-horse hack.
D. C. Walker	900, two-horse hack.
John R. Spangle	780, two-horse coach.
P. S. Scott	650.
Erastus Hammond	600, two-horse hack.
Samuel E. Mettee	400, hack. <i>Accepted April 25, 1857.</i>
	700, two-horse hack; end at Moomence.

Contract made with Samuel E. Mettee, dated April 25, 1857, at \$400 per annum.
 Leave Renssalaer Thursday at 7 a. m.; arrive at Kankakee Depot by 12 m.
 Leave Kankakee Depot Friday at 1 p. m.; arrive at Renssalaer by 7 p. m.

ROUTE No. 14807.

From Anderson to Marion, 34 miles, and back, three times a week.

(No bidders.)

Contract negotiated and made with Oliver H. P. Carey, dated May 20, 1857, at \$500 per annum, in two-horse coaches.

Leave Anderson Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Marion by 6 p. m.
 Leave Marion Monday, Wednesday, and Friday, at 8 a. m.; arrive at Anderson by 6 p. m.

SPECIAL ROUTES IN INDIANA.

Arney from Hausertown, 5½ miles, and back, once a week.
 Service authorized September 26, 1856, at \$30 per annum: limited, &c.

Beardstown from Franklin, 7 miles, and back, once a week.
 Service authorized July 17, 1856, at \$35 per annum: limited, &c.

Bluff Creek from nearest post office, and back, once a week.
 Service authorized January 26, 1857, at \$25 per annum: limited, &c.

Rock's Mills from Clarksville, 4 miles, and back, once a week.
 Service authorized June 1, 1857, at \$72 per annum: limited, &c.

Brallee from Oakford, 6 miles, and back, once a week.
 Service authorized June 1, 1857, at \$36 per annum: limited, &c.

Centre from Kokomo, 5 miles, and back, once a week.
 Service authorized September 4, 1856, at \$30 per annum : limited, &c.

Clayton, Pecksburg, Arno, and Springtown from Belleville, 8 miles, and back, once a week.
 Service authorized August 20, 1856, at \$40 per annum : limited, &c.

Coatsville from Cincinnati, 14 miles, and back, three times a week.
 Service authorized December 12, 1857, at \$24 per annum : limited, &c.

Fuller's Corners from Columbia City, 7 miles, and back, once a week.
 Service authorized August 12, 1856, at \$35 per annum : limited, &c.

Fort Ritner, Belle Sarah, and Sparksville from Brownstown, 18 miles, and back, once a week.
 Service authorized September 26, 1856, at \$90 per annum : limited, &c.

High Rock from Jasper, 12 miles, and back, once a week.
 Service authorized June 1, 1857, at \$72 per annum : limited, &c.

Maxinkuckee from Plymouth, 13 miles, and back, once a week.
 Service authorized April 11, 1857, at \$65 per annum : limited, &c.

Nicholsonville from Green Castle, 6 miles, and back, twice a week.
 Service authorized August 5, 1856, at \$70 per annum : limited, &c.

New Bellsville from Christiansburgh, 4 miles, and back, once a week.
 Service authorized July 26, 1857, at \$20 per annum : limited, &c.

Pigeon Roost from Vienna, — miles, and back, once a week.
 Service authorized April 11, 1857, at \$40 per annum : limited, &c.

Portersville from Jasper, 9 miles, and back, once a week.
 Service authorized June 1, 1857, at \$54 per annum : limited, &c.

Richwoods from Middletown, 6 miles, and back, once a week.
 Service authorized November 15, 1856, at \$24 per annum : limited, &c.

Raglesville and Walnut Hill from Newberry, — miles, and back, once a week.
 Service authorized August 12, 1856, at \$30 per annum : limited, &c.

STATE OF MICHIGAN.

ROUTE No. 13115.

From Hastings to Lowell, 25 miles, and back, once a week.
 Contract transferred to John Norton by Samuel Barnard, dated February 12, 1857, at \$80 90 per annum : to commence January 1, 1857, and expire June 30, 1858.
 Leave Hastings Thursday at 1 p. m. : arrive at Lowell same day by 8 p. m.
 Leave Lowell Thursday at 5 a. m. : arrive at Hastings same day by 12 m.

ROUTE No. 13125.

From Grand Rapids to Greenville, 34 miles, and back, three times a week.
 Contract transferred to Henry Worden by S. Rossman, L. Rossman, and B. Knight, dated December 9, 1856, at \$406 50 per annum : to commence October 1, 1856, and expire June 30, 1858.
 Leave Grand Rapids Tuesday, Thursday, and Saturday, at 4 a. m. : arrive at Greenville same days at 6 p. m.
 Leave Greenville Monday, Wednesday, and Friday, at 6 a. m. : arrive at Grand Rapids same days at 8 p. m.

ROUTE No. 13126.

From Grand Rapids to Greenville, 39 miles, and back, once a week.
 Contract transferred to Alexis N. Loomis by Luther A. Loomis, dated February 12, 1857, at \$129 per annum : to commence from January 1, 1857, and expire June 30, 1858.
 Leave Grand Rapids Thursday at 6 a. m. : arrive at Greenville same day at 6 p. m.
 Leave Greenville Friday at 6 a. m. : arrive at Grand Rapids same day at 6 p. m.

ROUTE No. 13138.

From Lawton to Paw Paw, 4 miles, and back, twice daily, except Sunday.

Contract transferred to A. Bangs, Chas. A. Sherman, and Theodore Bangs by O. H. P. Whitman and J. Stacy, dated May 21, 1857, at \$300 per annum: to commence from April 1, 1857, and expire June 30, 1858.

Leave Lawton twice daily, except Sunday, at 8 a. m. and 4 p. m.; arrive at Paw Paw same days by 9 a. m. and 5 p. m.

Leave Paw Paw twice daily, except Sunday, at 6 a. m. and 2 p. m.; arrive at Lawton same days at 7 a. m. and 3 p. m.

ROUTE No. 13141.

From Saugatuck to South Haven, 23 miles, and back, once a week.

Contract made with John Payne, November 29, 1856, at \$150 per annum: service commenced January 1, 1857, to expire June 30, 1858.

Leave Saugatuck Wednesday at 9 a. m.; arrive at South Haven same day by 6 p. m.

Leave South Haven Thursday at 7 a. m.; arrive at Saugatuck same day by 6 p. m.

ROUTE No. 13160.

From Lambertville to Toledo, 10 miles, and back, once a week.

Contract ordered with J. W. Janney, dated July 2, 1856, at \$50 per annum: service commenced July 2, 1856, to expire June 30, 1858.

Leave Lambertville Saturday at 8 a. m.; arrive at Toledo same day by 11 a. m.

Leave Toledo Saturday at 3 p. m.; arrive at Lambertville by 6 p. m.

ROUTE No. 13196.

From Oskemos to Duplain, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Brunson	\$325, proposed schedule.
Samuel Brass	250, schedule reversed.
Henry Shaw	208, schedule reversed.
John Sloat	200, schedule reversed.
Elijah J. Stone	195, schedule reversed. <i>Accepted April 25, 1857.</i>

Contract made with Elijah J. Stone, dated April 25, 1857, at \$195 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Oskemos Tuesday at 7 a. m.; arrive at Duplain same day by 5 p. m.

Leave Duplain Monday at 7 a. m.; arrive at Oskemos same day by 5 p. m.

ROUTE No. 13197.

From Newaggo to Sebastopol, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Daniel F. Woolley	\$500.
P. H. Bouton	446.
Edward A. Patridge	400, two-horse coach; schedule changed.
William H. Denny	300. <i>Accepted April 25, 1857.</i>

Contract made with W. H. Denny, dated April 25, 1857, at \$300 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Newaggo Tuesday at 6 a. m.; arrive at Sebastopol same day by 6 p. m.

Leave Sebastopol Monday at 6 a. m.; arrive at Newaggo same day by 6 p. m.

ROUTE No. 13198.

From Gardner's Corners to Essex, — miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 13199.

From Brady to Abscota, 24 miles, and back, once a week.

Bidder's name.	Sum per annum.
Alfred Tobias.....	\$150. Received May 16, 1857. <i>Accepted Aug. 31, 1857.</i>
Contract made with Alfred Tobias, dated August 31, 1857, at \$150 per annum.	
Leave Brady Tuesday at 1 p. m.; arrive at Abscota Tuesday by 7 p. m.	
Leave Abscota Tuesday at 6 a. m.; arrive at Brady Tuesday by 12 m.	

ROUTE No. 13200.

From Allegan to Grand Rapids, 34 miles, and back, once a week.

Bidder's name.	Sum per annum.
Benjamin Pratt.....	\$260. <i>Accepted April 25, 1857.</i>
Contract made with Benjamin Pratt, dated April 25, 1857, at \$260 per annum : to commence July 1, 1857, and expire June 30, 1858.	

ROUTE No. 13201.

From Otsego to Paw Paw, 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. J. Lanckton.....	\$500, covered conveyance half year, horse residue ; change schedule.
Albert Bangs.....	350, two-horse covered carriage.
Benjamin Chadbonne.....	295, or 400, two-horse coach, and schedule changed.
Daniel Fort.....	286.
	398, two-horse coach.
Shelleck Longwell.....	220, one-horse carriage. <i>Accepted April 25, 1857.</i>

Contract made with Shelleck Longwell, dated April 25, 1857, at \$220 per annum : to commence July 1, 1857, and expire June 30, 1858.
 Leave Otsego Tuesday at 8 a. m.; arrive at Paw Paw by 5 p. m.
 Leave Paw Paw Monday at 8 a. m.; arrive at Otsego by 5 p. m.

ROUTE No. 13202.

From Newaggo to White River, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Alfred A. Cain.....	\$449.
Daniel F. Woolley.....	300. <i>Accepted April 25, 1857.</i>

Contract made with Daniel F. Woolley, dated April 25, 1857, at \$300 per annum : to commence July 1, 1857, and expire June 30, 1858.
 Leave Newaggo Tuesday at 6 a. m.; arrive at White River by 6 p. m.
 Leave White River Wednesday at 6 a. m.; arrive at Newaggo by 6 p. m.

ROUTE No. 13203.

From Austerlitz to the Forks of Muskegon River, 36 miles, and back ; three times a week to Laphansville, once a week residue.

Bidders' names.	Sum per annum.
Henry H. Worden.....	\$500 00, to Croton. (See bid.)
Harrison Worden.....	449 50.
Almevon Austin.....	400 00. <i>Accepted April 25, 1857.</i>
Robins Hicks, (after time).....	294 00, Laphansville to Croton ; schedule proposed. Received April 13, 1857.

Contract made with Almevon Austin, dated April 25, 1857, at \$400 per annum : to commence July 1, 1857, and expire June 30, 1858.
 Leave Austerlitz Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Laphansville same day by 1 p. m.

Leave Laphansville Monday, Wednesday, and Friday, at 12 m.; arrive at Austerlitz same day by 2 p. m.

Leave Laphansville Wednesday at 7 a. m.; arrive at Forks of Muskegon same day by 5 p. m.

Leave Forks of Muskegon Thursday at 7 a. m.; arrive at Laphansville same day by 5 p. m.

ROUTE No. 13204.

From Corunna to Lansing, three miles, and back, once a week.

Bidders' names.	Sum per annum.
Abiel Hawkins.....	\$344.
H. H. Bradley.....	295.
Stephen Hawkins.....	295.
(Not let.)	

ROUTE No. 13205.

From Owasso to Lyons, 50 miles, and back, once a week.

Bidder's name.	Sum per annum.
Abiel Hawkins.....	\$641.
(Not let.)	

ROUTE No. 13206.

From Owasso to Lansing, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Abiel Hawkins.....	\$416.
H. H. Bradley.....	294. <i>Accepted April 25, 1857.</i>

Contract made with H. H. Bradley, dated April 25, 1857, at \$294 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Owasso Tuesday, at 7 a. m.; arrive at Lansing by 6 p. m.

Leave Lansing Wednesday, at 7 a. m.; arrive at Owasso by 6 p. m.

ROUTE No. 13207.

From Flint to Corunna, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Abiel Hawkins.....	\$349.
Alfred J. Boss.....	324.
Stephen Hawkins.....	295.
H. H. Bradley.....	295.
Whitney Stowell, (after time)...	250. <i>Received April 3, 1857. Accepted April 25, 1857.</i>

Contract made with Whitney Stowell, dated April 25, 1857, at \$250 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Flint Wednesday, at 8 a. m.; arrive at Corunna by 4 p. m.

Leave Corunna Tuesday, at 8 a. m.; arrive at Flint by 4 p. m.

ROUTE No. 13208.

From Corunna to Howell, 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
Abiel Hawkins.....	\$424.
H. H. Bradley.....	295.
Stephen Hawkins.....	295.

(Not let.)

ROUTE No. 13209.

From St. John's to the county seat of Isabella county, 75 miles, and back, once a week.

Bidders' names.	Sum per annum.
George Luce.....	\$600, schedule proposed; distance 75 miles; no guaranty.
Moses Tompkins, jr.....	450, distance stated, 75 miles; schedule proposed; no guaranty. <i>Accepted April 25, 1857.</i>
George Luce, (after time)	600, to Isabella Centre, part horse part coach; distance 30 miles; schedule proposed. Received April 17, 1857.

Contract made with Moses Tompkins, jr., dated April 25, 1857, at \$450 per annum; to commence July 1, 1857, and expire June 30, 1858.

Leave St. John's every Thursday at 7 a. m.; arrive at Isabella County Court-house next Saturday by 6 p. m.

Leave Isabella County Court-house every Monday at 7 a. m.; arrive at St. John's next Wednesday by 6 p. m.

ROUTE No. 13210.

From St. Louis to Hampton, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Wells.....	\$850.
James Gruett.....	450, no guaranty; schedule proposed.
James Gruett, (after time).....	450, two days each way. Received April 17, 1857. <i>Accepted April 25, 1857.</i>

Contract made with James Gruett, dated April 25, 1857, at \$450 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave St. Louis Tuesday, at 6 a. m.; arrive at Hampton next day by 6 p. m.

Leave Hampton Thursday, at 6 a. m.; arrive at St. Louis next day by 6 p. m.

ROUTE No. 13211.

From Midland to Saginaw, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Alfred J. Boss.....	\$244. 000. <i>Accepted April 25, 1857.</i>
Asa H. Paine, (after time).....	260. Received April 17, 1857.
	345, two-horse conveyance. Received April 17, 1857.

Contract made with Alfred J. Boss, dated April 25, 1857, at \$244 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Midland Tuesday, at 9 a. m.; arrive at Saginaw same day by 4 p. m.

Leave Saginaw Monday, at 9 a. m.; arrive at Midland same day by 4 p. m.

ROUTE No. 13212.

From East Saginaw to Hampton, 16 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Isaac Wolcott.....	\$595, steamboat eight months; residue, stage or horse.
Jonathan S. Barclay.....	500, summer by steamboat, winter by stage.
Alfred J. Boss.....	444. 000. <i>Accepted April 25, 1875.</i>
Urie W. Comfort.....	400, no guaranty.
John W. Putnam, (after time)...	490, steamboat in summer, coach or sleigh residue of year. Received April 3, 1857.

Contract made with Alfred J. Boss, dated April 25, 1857, at \$444 per annum; to commence July 1, 1857, and expire June 30, 1858.

Leave East Saginaw daily, except Sunday, at 7 a. m.; arrive at Hampton by 12 m.

Leave Hampton daily, except Sunday, at 1 p. m.; arrive at East Saginaw by 6 p. m.

ROUTE No. 13213.

From Vassar to Anchville, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Franklin J. Kons.....	\$295.
Chauncy Freeman & Perry W. Hoyt.	280. <i>Accepted April 25, 1857.</i>

Contract made with Chauncy Freeman and Perry W. Hoyt, dated April 25, 1857, at \$280 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Vassar Wednesday at 6 a. m.; arrive at Watrousville same day by 8½ a. m.

Leave Watrousville Wednesday at 10 a. m.; arrive at Vassar Wednesday by 1 p. m.

ROUTE No. 13214.

From Vassar to Port Sanilac, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
Chauncy Freeman & Perry W. Hoyt.	\$1,500.
Anthony Oldfield.....	780. <i>Accepted April 25, 1857.</i>

Contract made with Anthony Oldfield, dated April 25, 1857, at \$780 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Vassar Thursday at 7 a. m.; arrive at Port Sanilac Saturday by 6 p. m.

Leave Port Sanilac Monday at 8 a. m.; arrive at Vassar Wednesday by 6 p. m.

ROUTE No. 13215.

From Bridgeport to Corunna, 32 miles, and back, once a week.

(Not let; no bidders.)

ROUTE No. 13216.

From Fontonville to Ann Arbor, 42 miles, and back, six times a week, in two-horse coaches.

Bidders' names.	Sum per annum.
Abiel Hawkins.....	\$3,449. 000. Six times a week. 1,725. 000. Three times a week.
Rouse Perry.....	2,500, two-horse coach. 1,500, two-horse coach, three times a week.
Asa Barnett.....	1,700. 000. 800. 000. Three times a week.
Alfred J. Boss.....	1,560, two-horse coach.
H. H. Bradley.....	1,295, two-horse coach. <i>Accepted April 25, 1857.</i>
Alfred J. Boss.....	994, two-horse coach, three times a week.

Contract made with H. H. Bradley, dated April 25, 1857, at \$1,295 per annum, commencing July 1, 1857, and to expire June 30, 1858.

Leave Fontonville daily, except Sunday, at 11 a. m.; arrive at Ann Arbor by 9 p. m.

Leave Ann Arbor daily, except Sunday, at 10 a. m.; arrive at Fontonville by 8 p. m.

ROUTE No. 13217.

From Almont to North Branch, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
Luman C. Roberts.....	\$225 00.
Caleb Carpenter.....	195 00. <i>Accepted April 25, 1857.</i>
Robert J. Gortchins, (after time).	199 50. <i>Received April 3, 1857.</i>

Contract made with Caleb Carpenter, dated April 25, 1857, at \$195 per annum, to commence July 1, 1857, and expire June 30, 1858.

Leave Almont Wednesday at 7 a. m.; arrive at North Branch by 5 p. m.

Leave North Branch Thursday at 7 a. m.; arrive at Almont by 5 p. m.

CONTRACTS FOR CARRYING THE MAILS.

395

ROUTE No. 13218.

From Lapeer to Lexington, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Lamette.....	\$1,600, three times a week. 785.
O. Maybee.....	775.
Thomas Ryan.....	499. <i>Accepted April 25, 1857.</i>

Contract made with Thomas Ryan, dated April 25, 1857, at \$499 per annum, to commence July 1, 1857, and expire June 30, 1858.

Leave Lapeer Tuesday at 7 a. m.; arrive at Lexington next day by 4 p. m.

Leave Lexington Friday at 7 a. m.; arrive at Lapeer next day by 4 p. m.

ROUTE No. 13219.

From Croton to Traverse City, 95 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jeff'n Wiggins & J. C. Boughton.	\$3,975, sleigh, horse or foot. (Not let; too high.)

ROUTE No. 13220.

From Traverse City to Northport, 60 miles, and back, once in two weeks.

Bidder's name.	Sum per annum.
Albert Tracy Lay.....	\$600. 000. Horse. <i>Accepted April 25, 1857.</i>

Contract made with Albert Tracy Lay, dated April 25, 1857, at \$600 per annum, to commence July 1, 1857, and expire June 30, 1858.

Leave Traverse City every other Monday at 6 a. m.; arrive at Northport next Wednesday by 6 p. m.

Leave Northport every other Thursday at 6 a. m.; arrive at Traverse City next Saturday by 6 p. m.

ROUTE No. 13221.

From Traverse City to Northport, 30 miles, and back, once in two weeks.

Bidder's name.	Sum per annum.
Albert Tracy Lay.....	\$400. 000. Horse. (Not let; too high.)

ROUTE No. 13222.

From Traverse City to Duncan, 120 miles, and back, twice a month.

Bidders' names.	Sum per annum.
B. D. Hitchcock & R. F. Campbell, (after time.)	\$1,200. Received April 18, 1857. <i>Accepted April 25, 1857.</i>

Contract made with B. D. Hitchcock & R. F. Campbell, dated April 25, 1857, at \$1,200 per annum, to commence July 1, 1857, and expire June 30, 1858.

Leave Traverse City on the 1st and 15th of each month, at 6 a. m.; arrive at Duncan on the seventh days thereafter at 6 p. m.

Leave Duncan on the 8th and 23d of each month, at 6 a. m.; arrive at Traverse City on the seventh days thereafter by 6 p. m.

ROUTE No. 13223.

From Greenville to Muskegon Rapids, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Tyler M. Burley, (after time)...	\$416. Received April 11, 1857. <i>Accepted April 25, 1857.</i>
C. B. Woodworth, (after time)...	475. Received April 24, 1857.

CONTRACTS FOR CARRYING THE MAILS.

Contract made with Tyler M. Burley, dated April 25, 1857, at \$416 per annum, to commence July 1, 1857, and expire June 30, 1858.

Leave Greenville Wednesday at 6 a. m.; arrive at Muskegon Rapids next day by 12 m.
Leave Muskegon Rapids Thursday at 1 p. m.; arrive at Greenville next day by 6 p. m.

ROUTE No. 13224.

From Greenville to Gratiot Centre, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hiram Amsbury.....	\$440, one-horse conveyance. <i>Accepted April 25, 1857.</i>
<i>After time.</i>	
Luther R. Jenks.....	400, one-horse conveyance. Rec'd April 11, 1857.
Henry Out.....	398, one-horse conveyance. Rec'd April 11, 1857.
	384, one-horse conveyance. Rec'd April 11, 1857.
C. R. Woodworth.....	485, one-horse conveyance. Rec'd April 24, 1857.

Contract made with Hiram Amsbury, dated April 25, 1857, at \$440 per annum; to commence July 1, 1857, and expire June 30, 1858.

Leave Greenville Thursday at 7 a. m.; arrive at Ithaca next day by 12 m.
Leave Ithaca Friday at 1 p. m.; arrive at Greenville next day by 6 p. m.

ROUTE No. 13225.

From Escanawba to St. Ste. Marie, 230 miles, and back, twice a month during the suspension of navigation.

Bidders' names.	Sum per annum.
Ebenezer Warner.....	\$120 per round trip, by best means adapted to the country.
Charles W. Hatch, (after time)--	150 per round trip, by man on foot, during suspension of navigation. Received April 4, 1857.
(Not let.)	

ROUTE No. 13226.

From Hillsdale to Angola, 34 miles, and back, once a week.

Bidder's name.	Sum per annum.
Henry Ferguson.....	\$300. <i>Accepted April 25, 1857.</i>

Contract made with Henry Ferguson, dated April 25, 1857, at \$300 per annum; to commence July 1, 1857, and expire June 30, 1858.

Leave Hillsdale Wednesday at 7 a. m.; arrive at Angola by 6 p. m.
Leave Angola Thursday at 7 a. m.; arrive at Hillsdale by 6 p. m.

ROUTE No. 13227.

From Yankee Springs to Middleville, 8 miles, and back, once a week.

Bidder's name.	Sum per annum.
Hiram Lewis.....	\$116 43, in connexion with the Orangeville and Prairieville route, for which they bid \$183, both routes or none. No guaranty.

(Not let; too high.)

SPECIAL SERVICE.

Elm Hall from Alma, 10 miles, and back, — a week.

Service authorized September 5, 1857, at \$60 per annum: limited, &c.; to expire June 30, 1858.

Portsmouth from Hampton, 5 miles, and back, twice a week.

Service authorized February 21, 1857, at \$60 per annum: limited, &c.; to expire June 30, 1858.

- Parshallville from Hartland Centre, 4½ miles, — a week.
Service authorized June 3, 1857, at \$28 per annum: limited, &c.; to expire June 30, 1858.
- Forest Hill from St. Louis, 5 miles, and back, once a week.
Service authorized March 26, 1857, at \$28 per annum: limited, &c.; to expire June 30, 1858.
- Gaines from Gaines Station, 3 miles, and back, twice a week.
Service authorized March 26, 1857, at \$36 per annum: limited, &c.; to expire June 30, 1858.
- Patterson's Mills from Otisco, 3 miles, and back, once a week.
Service authorized March 26, 1857, at \$20 per annum: limited, &c.; to expire June 30, 1858.
- Millington from Vassar, 8 miles, and back, — a week.
Service authorized July 23, 1857, at \$48 per annum: limited, &c.; to expire June 30, 1858.
- St. Paul from South Haven, — miles, and back, — a week.
Service authorized August 30, 1856, at \$36 per annum: limited, &c.; to expire June 30, 1858.
- Goodland from Almont, 14 miles, and back, — a week.
Service authorized August 6, 1856, at \$72 per annum: limited, &c.; to expire June 30, 1858.
- Vernon from Shiawassa, 2½ miles, and back, twice a week.
Service authorized July 31, 1856, at \$40 per annum: limited, &c.; to expire June 30, 1858.
- Waterloo from Franciscoville, 8 miles, and back, once a week.
Service authorized November 22, 1856, at \$36 per annum: limited, &c.; to expire June 30, 1858.
- Weaversville from Newaggo, 9 miles, and back, once a week.
Service authorized September 24, 1856, at \$48 per annum: limited, &c.; to expire June 30, 1858.
- Livonia Centre from Nankin, 4 miles, and back, twice a week.
Service authorized February 12, 1857, at \$36 per annum: limited, &c.; to expire June 30, 1858.
- West Bloomer from Rinald Centre, 8 miles, and back, once a week.
Service authorized April 23, 1857, at \$60 per annum: limited, &c.; to expire June 30, 1858.
- Lake from Cedar Springs, 5 miles, and back, once a week.
Service authorized April 23, 1857, at \$40 per annum: limited, &c.; to expire June 30, 1858.
- Marcellan from Flowerfield, 8 miles, and back, once a week.
Service authorized January 26, 1857, at \$40 per annum: limited, &c.; to expire June 30, 1858.
- East Gilead from Gilead, 4 miles, and back, — a week.
Service authorized May 18, 1857, at \$50 per annum: limited, &c.; to expire June 30, 1858.
- Madison from Argentine, 5 miles, and back, once a week.
Service authorized September 6, 1856, at \$25 per annum: limited, &c.; to expire June 30, 1858.
- Bethel from Branch, — miles, and back, — a week.
Service authorized May 6, 1857, at \$50 per annum: limited, &c.; to expire June 30, 1858.
- Berrien Centre from Niles, — miles, and back, — a week.
Service authorized May 12, 1857, at \$30 per annum: limited, &c.; to expire June 30, 1858.
- Northport from Grand Traverse, 30 miles, and back, once a week.
Service authorized July 14, 1856, at \$150 per annum: limited, &c.; to expire June 30, 1858.
- Gass from Waucousta, 4½ miles, and back, once a week.
Service authorized February 28, 1857, at \$30 per annum: limited, &c.; to expire June 30, 1858.
- Cedar Springs from Laphansville, 6 miles, and back, once a week.
Service authorized February 28, 1857, at \$40 per annum: limited, &c.; to expire June 30, 1858.

Sugar Island from Sault de Ste. Marie, 15 miles, and back, once a week.
Service authorized February 20, 1857, at \$75 per annum: limited, &c.; to expire June 30, 1858.

Keystone from St. John's, 4 miles, and back, once a week.
Service authorized February 20, 1857, at \$24 per annum: limited, &c.; to expire June 30, 1858.

Leonard from Croton, — miles, and back, once a week.
Service authorized February 20, 1857, at \$60 per annum: limited, &c.; to expire June 30, 1858.

Aurelius from Eden, 4 miles, and back, once a week.
Service authorized July 10, 1856, at \$20 per annum: limited, &c.; to expire June 30, 1858.

Breckenridge from Weaversville, 9 miles, and back, once a week.
Service authorized September 24, 1856, at \$48 per annum: limited, &c.; to expire June 30, 1858.

Genesee Village from Genesee, 5 miles, and back, — a week.
Service authorized May 12, 1857, at \$40 per annum: limited, &c.; to expire June 30, 1858.

Argentine from Linden, 4 miles, and back, three times a week.
Service authorized August 14, 1856, at \$60 per annum: limited, &c.: to expire June 30, 1858.

Partello from Clarence, 5 miles, and back, — times a week.
Service authorized May 6, 1857, at \$25 per annum: limited, &c.; to expire June 30, 1858.

Bloomfield from Vassar, 8 miles, and back, — times a week.
Service authorized June 27, 1857, at \$60 per annum: limited, &c.; to expire June 30, 1858.

Clarendon from Tekouska, 4 miles, and back, twice a week.
Service authorized September 4, 1856, at \$40 per annum: limited, &c.; to expire June 30, 1858.

East Leroy from Abscota, 10 miles, and back, — times a week.
Service authorized May 30, 1857, at \$40 per annum: limited, &c.; to expire June 30, 1858.

East Berlin from West Berlin, 6 miles, and back, once a week.
Service authorized July 16, 1856, at \$36 per annum: limited, &c.; to expire June 30, 1858.

Pool from Thornville, 6 miles, and back, once a week.
Service authorized June 3, 1857, at \$40 per annum: limited, &c.; to expire June 30, 1858.

Algoma from Laphamsville, 4 miles, and back, once a week.
Service authorized November 13, 1856, at \$30 per annum: limited, &c.; to expire June 30, 1858.

Elsie from Duplain, 6 miles, and back, — times a week.
Service authorized June 3, 1857, at \$40 per annum: limited, &c.; to expire June 30, 1858.

Norton from Eaton Rapids, 7 miles, and back, — times a week.
Service authorized May 18, 1857, at \$50 per annum: limited, &c.; to expire June 30, 1858.

Crystal from West Bloomer, 8 miles, and back, once a week.
Service authorized April 23, 1857, at \$60 per annum: limited, &c.: to expire June 30, 1858.

STATE OF WISCONSIN.

ROUTE No. 13657.

From Racine to Hale's Corners, 22 miles, and back, once a week.

Contract transferred to M. G. Armour, by Vernon Stiles, dated December 2, 1856, at \$145 per annum; to commence January 1, 1857, and expire June 30, 1858.

Leave Racine Thursday at 4 a. m.; arrive at Hale's Corners same day by 11 a. m.

Leave Hale's Corners Thursday at 1 p. m.; arrive at Racine same day by 9 p. m.

ROUTE No. 13664.

From Milwaukie to Toland's Prairie, 35 miles, and back, once a week.

Contractor Hiram B. Goodrich having died, contract made with D. B. Douglas, dated April 25, 1857, at \$237 28 per annum; to commence from April 1, 1857, and expire June 30, 1858.

Leave Milwaukie Wednesday at 7 a. m.; arrive at Toland's Prairie same day by 9 p. m.

Leave Toland's Prairie Tuesday at 6 a. m.; arrive at Milwaukie same day by 6 p. m.

ROUTE No. 13696.

From Manitowoc to Waupaca, 90 miles, and back, once a week.

Contract transferred to Curtis Reed, by Charles T. Kimball, dated November 29, 1856; to commence from January 1, 1857, and expire June 30, 1858, at \$750 per annum.

Leave Manitowoc Monday at 7 a. m.; arrive at Waupaca next Wednesday by 6 p. m.

Leave Waupaca Thursday at 7 a. m.; arrive at Manitowoc next Saturday by 6 p. m.

ROUTE No. 13701.

From Woodland to Oconomowoc, 19 miles, and back, twice a week.

Steven Vroman declining, contract made with James H. Parsons, dated April 25, 1857, at \$190 per annum; service commenced May 13, 1857, and expires June 30, 1858.

Leave Woodland Wednesday and Saturday at 9½ a. m.; arrive at Oconomowoc same days by 3 p. m.

Leave Oconomowoc Wednesday and Saturday at 3½ p. m.; arrive at Woodland same days by 8½ p. m.

ROUTE No. 13706.

From Oshkosh to Hortonville, 31 miles, and back, once a week.

Contract transferred to John E. Austin, by John Easton, dated June 25, 1857, at \$193 75 per annum; to commence from April 1, 1857, and expire June 30, 1858.

Leave Oshkosh Wednesday at 6 a. m.; arrive at Hortonville same day by 6 p. m.

Leave Hortonville Thursday at 6 a. m.; arrive at Oshkosh same day by 6 p. m.

ROUTE No. 13712.

From Green Bay to Kewaunee, 32 miles, and back, once a week.

Jacob Shaner having died, contract made with George Shaner, dated May 7, 1857, at \$297 per annum; to commence from April 1, 1857, and expire June 30, 1858.

Leave Green Bay Friday at 8 a. m.; arrive at Kewaunee same day by 6 p. m.

Leave Kewaunee Saturday at 8 a. m.; arrive at Green Bay same day by 6 p. m.

ROUTE No. 13720.

From Princeton to Wautoma, 21½ miles, and back, twice a week.

Jacob S. Myers having abandoned this service, contract made with H. D. Bingham, dated March 26, 1857, at \$300 per annum; service commenced April 26, 1857, and expires June 30, 1858.

Leave Princeton every Friday at 2 p. m.; arrive at Wautoma next day by 11 a. m.

Leave Wautoma Saturday at 2 p. m.; arrive at Princeton next Monday by 11 a. m.

Leave Princeton Monday at 1 p. m.; arrive at Wautoma Tuesday by 11 a. m.

Leave Wautoma Friday at 8 a. m.; arrive at Princeton same day by 12 m.

ROUTE No. 13730.

From Madison to Wiota, 50 miles, and back, once a week.

Contract transferred to Theophilus Cross, by A. J. Weaver, dated June 25, 1857, at \$300 per annum; to commence from April 1, 1857, and expire June 30, 1858.

Leave Madison Wednesday at 6 a. m.; arrive at Wiota next day by 10 a. m.

Leave Wiota Thursday at 1 p. m.; arrive at Madison next day by 6 p. m.

ROUTE No. 13736.

From Madison to Portage City, 49 miles, and back, six times a week.

Contract transferred to David S. More, by Thomas McCleery, dated February 12, 1857, at \$1,600 per annum; to commence from January 1, 1857, and expire June 30, 1858.

Leave Madison daily, except Sunday, at 7 a. m.; arrive at Portage City same days by 7 p. m.

Leave Portage City daily, except Sunday, at 5 a. m.; arrive at Madison same days by 5 p. m.

ROUTE No. 13775.

From Prairie du Chien to Black River Falls, 64 miles, and back, twice a week.

Contract transferred to S. P. Wheeler & S. F. Nichols, by D. Mortimer West, dated December 2, 1856, at \$1,600 per annum; to commence from October 1, 1856, and expire June 30, 1858.

Leave Prairie du Chien Monday and Friday at 6 a. m.; arrive at Black River Falls Wednesday and Sunday by 6 p. m.

Leave Black River Falls Monday and Friday at 6 a. m.; arrive at Prairie du Chien Wednesday and Sunday by 6 p. m.

ROUTE No. 13776.

From Black River Falls to Stillwater, 81 miles, and back, twice a week, with an additional weekly trip from November 15 to April 15.

Contract transferred to Silas P. Wheeler & Samuel F. Nichols, by Luther W. Nichols, dated February 28, 1857, at \$4,470 85 per annum; to commence from January 1, 1857, and expire June 30, 1858.

Leave Black River Falls Wednesday and Saturday at 6 a. m.; arrive at Stillwater next days by 7 m.

Leave Stillwater Friday and Monday at 6 a. m.; arrive at Black River Falls next days by 7 p. m.

ROUTE No. 13797.

From Montello to Saxeville, 40 miles, and back, once a week.

Contract transferred to Thomas Haney by Martin Vosburgh, dated June 25, 1857, at \$290 per annum; to commence from April 1, 1857, and expire June 30, 1858.

Leave Montello every Wednesday at 6 a. m.; arrive at Saxeville same day by 8 p. m.

Leave Saxeville every Tuesday at 6 a. m.; arrive at Montello same day by 8 p. m.

ROUTE No. 13802.

From Berlin to Waupaca, 36 miles, and back, once a week.

Contract transferred to Cyrus D. Davis by F. Schalter, dated December 16, 1856, at \$350 per annum; to commence from October 1, 1856, and expire June 30, 1858.

Leave Berlin Monday at 6 a. m.; arrive at Waupaca same day by 6 p. m.

Leave Waupaca Wednesday at 6 a. m.; arrive at Berlin same day by 6 p. m.

ROUTE No. 13821.

From Lone Rock to Viroqua, 48 miles, and back, three times a week to Richland Centre; once a week residue.

Contract transferred to C. McCune and John V. Tracy by James McCahey, dated March 26, 1857, at \$725 per annum; to commence from April 1, 1857, and expire June 30, 1858.

Leave Lone Rock Tuesday, Thursday, and Saturday, at 5 p. m.; arrive at Richland Centre same days by 9½ p. m.

Leave Richland Centre Wednesday at 6 a. m.; arrive at Viroqua next day by 12 m.

Leave Viroqua Thursday at 1 p. m.; arrive at Richland Centre next day by 6 p. m.

Leave Richland Centre Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Lone Rock same days by 10½ a. m.

ROUTE No. 13826.

From Milwaukie to Watertown, 45 miles, and back, six times a week.

Contract transferred to La Crosse and Milwaukie Railroad Company by Milwaukie and Watertown Railroad Company, dated November 29, 1856, at \$50 per mile per annum : to commence from September 1, 1856, and expire June 30, 1858.

Leave Milwaukie daily, except Sunday, at 5.55 p. m. ; arrive at Watertown same day by 9 p. m.

Leave Watertown daily, except Sunday, at 6½ a. m. ; arrive at Milwaukie same day by 10 a. m.

ROUTE No. 13830.

From Madison to La Crosse, 135 miles, and back, once a week.

Contractor William McConnell having failed, contract made with Henry B. Herrick, dated July 26, 1856, at \$350 per annum : service commenced August 15, 1856, and expires June 30, 1858.

Leave Madison Monday at 6 a. m. ; arrive at La Crosse next Thursday by 6 p. m.

Leave La Crosse Friday at 6 a. m. ; arrive at Madison next Monday by 6 p. m.

ROUTE No. 13810.

From Chippewa Falls to North Pepin, 60 miles, and back, twice a week.

Contract ordered with H. S. Allen & Co., dated June 4, 1856, at \$500 per annum : service commenced July 12, 1856, and expires June 30, 1858.

Leave Chippewa Falls Tuesday and Friday at 8 a. m. ; arrive at North Pepin Wednesday and Saturday by 5 p. m.

Leave North Pepin Tuesday and Friday at 8 a. m. ; arrive at Chippewa Falls Wednesday and Saturday by 5 p. m.

ROUTE No. 13818.

From Monteville to Black River Falls, 43 miles, and back, once a week.

Contract ordered with George Gale, dated May 1, 1856, at \$320 per annum : service commenced August 9, 1856, and expires June 30, 1858.

Leave Monteville Monday at 5½ a. m. ; arrive at Black River Falls same day by 7½ p. m.

Leave Black River Falls Tuesday at 5 a. m. ; arrive at Monteville same day by 7 p. m.

ROUTE No. 13855.

From Wausan to Bayfield, 150 miles, and back, once a week.

(No bidders ; not let.)

ROUTE No. 13856.

From Bayfield to Superior, 60 miles, and back, once a week.

(No bidders ; not let.)

ROUTE No. 13857.

From Falls of St. Croix to Bayfield, — miles, and back, — a week.

(No bidders ; not let.)

ROUTE No. 13858.

From River Falls to Brookville, 22 miles, and back, once a week.

Bidders' names.

Sum per annum.

After time.

Horace L. Wadsworth.....	\$295.	(Received April 4, 1857.)—See 13842.
William H. Winchester	400.	ooo. (Received April 4, 1857.)
George McCartney	304.	No guaranty ; informal. (Received April 8, 1857.)

(Not let ; too high.)

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 13859.

From Baraboo to La Crosse, 85 miles, and back, once a week.

Bidders' names.	Sum per annum.
<i>After time.</i>	
Putnam Fuller and Joseph G. Blakeslee.....	\$1,400, two-horse coach. 400 additional, for two additional trips between Baraboo and Reedsburg.

(Not let.)

ROUTE No. 13850.

From Kewannee to Sturgeon Bay, 40 miles, and back, once a week.

Bidder's name.	Sum per annum.
James E. Daniel.....	\$450. No guaranty.

(Not let; too high.)

ROUTE No. 13851.

From Green Bay to Wausan, 100 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 13852.

From Columbus to Jefferson, 32 miles, and back, once a week.

Bidder's name.	Sum per annum.
Dwight B. Nute	\$600, two-horse coach.

(Not let; too high.)

ROUTE No. 13853.

From Waupaca to Stevens' Point, 26 miles, and back, once a week.

Bidder's name.	Sum per annum.
Hans Anderson, (after time)....	\$299, 000, or two horses if necessary. (Received April 17, 1857.)

(Not let; too high.)

ROUTE No. 13854.

From Wyocenna to Montello, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Mason Keith.....	\$589, two-horse coach, three times a week.
S. H. Briggs.....	468, two-horse coach, three times a week.
Elkanah Smith.....	450, two-horse coach, three times a week. <i>Accepted April 25, 1857.</i>
John Lewis	450, two-horse coach, three times a week.
Reuben Thompson.....	200, once a week each way.
S. H. Briggs.....	200, two-horse carriage.

Contract made with Elkanah Smith, dated April 25, 1857, at \$450 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Wyocenna daily, except Sunday, at 1 p. m.; arrive at Montello same day by 7 p. m.

Leave Montello daily, except Sunday, at 6 a. m.; arrive at Wyocenna same day by 12 m.

ROUTE No. 13848.

From Hudson to St. Paul, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
Silas P. Wheeler and Samuel F. Nichols.	\$730, 000, three times a week.
	285. 000. <i>Accepted April 25, 1857.</i>
<i>After time.</i>	
George R. Jones and Byrom Brown.	400, two-horse carriage.
	1, 000, two-horse carriage, three times a week. (Received April 4, 1857.)
Joseph Abear	400, two-horse carriage.
	799, two-horse carriage, three times a week.
George Douglas	348, two-horse carriage.
	748, two-horse carriage, three times a week. (Received April 4, 1857.)

Contract made with Silas P. Wheeler and Samuel F. Nichols, at \$285 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Hudson Tuesday at 7 a. m.; arrive at St. Paul by 12 m.

Leave St. Paul Tuesday at 1 p. m.; arrive at Hudson by 6 p. m.

ROUTE No. 13849.

From Prairie du Chien to Elliotta, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
S. P. Wheeler and S. F. Nichols.	\$1, 145. 000.
Gilbert B. O. Blassett	1, 060, two-horse carriage.
Asa Battles	900. 000.
William H. Fowler	225, two-horse coach. <i>Accepted April 25, 1857.</i>
Daniel Wheeler, (after time) ...	520, two-horse conveyance.

Contract made with William H. Fowler, dated April 25, 1857, at \$225 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave Prairie du Chien Tuesday at 7 a. m.; arrive at Elliotta next day by 6 p. m.

Leave Elliotta Thursday at 7 a. m.; arrive at Prairie du Chien next day by 6 p. m.

ROUTE No. 13846.

From Wingville to Viroqua, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
S. P. Wheeler & S. F. Nichols ...	\$945. 000.
D. R. Sylvester and S. W. Knowlton.	785, 000, in covered carriage or sleigh.
	100, 000, for additional weekly trips to Boscobol.
Edward Rogers	550, two-horse carriage. <i>Accepted April 25, 1857.</i>
L. Brown, (after time)	1, 000, two-horse hack or coach. (Received April 3, 1857.)

Contract made with Edward Rogers, dated April 25, 1857, at \$550 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave Montfort Tuesday, at 8 a. m.; arrive at Viroqua next day by 4 p. m.

Leave Viroqua Thursday at 8 a. m.; arrive at Montfort next day by 4 p. m.

ROUTE No. 13847.

From Newport to Grand Rapids, 64 miles, and back, once a week.

Bidders' names.	Sum per annum.
Reuben Thompson	\$680, once a week each way.
	1, 600, three times a week each way.
H. W. Kingabury	475, two-horse carriage. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract made with H. W. Kingsbury, dated April 25, 1857, at \$475 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Newport Tuesday at 7 a. m.; arrive at Grand Rapids next day by 6 p. m.

Leave Grand Rapids Thursday at 7 a. m.; arrive at Newport next day by 6 p. m.

ROUTE No. 13844.

From Dunleith to Lancaster, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Myron W. Wood.....	\$448, two-horse hack ; schedule proposed.
Martin T. Ennor.....	312, covered and open two-horse hack, three times a week.
	200, to end at Potosi. <i>Accepted April 25, 1857.</i>
	108, covered and open two-horse hack.
	72, covered and open two-horse hack ; end at Potosi.

Contract made with Martin T. Ennor, dated April 25, 1857, at \$200 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Dunleith Monday, Wednesday, and Friday, at 8 a. m.; arrive at Potosi by 12 m.

Leave Potosi, Monday, Wednesday, and Friday, at 1 p. m.; arrive at Dunleith by 5 p. m.

ROUTE No. 13845.

From Hazel Green to Cottage Inn, 23 miles, and back, once a week.

Bidder's name.	Sum per annum.
Jeremiah A. Borden.....	\$497, three times a week.
	200. <i>Accepted April 25, 1857.</i>

Contract made with Jeremiah A. Borden, dated April 25, 1857, at 200 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Hazel Green Tuesday at 8 a. m.; arrive at Cottage Inn by 4 p. m.

Leave Cottage Inn Wednesday at 8 a. m.; arrive at Hazel Green by 4 p. m.

ROUTE No. 13840.

From Fort Andrew to Lynxville, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
John M. Johnson.....	\$500, horse or two-horse carriage, at bidder's option.
James McDavid	450, two-horse coach or horse, optional.
Charles Elliott	450, two-horse coach or horse, at his option.

(Not let.)

ROUTE No. 13841.

From Superior to Ontonagon, 140 miles, and back, once a week.

Bidder's name.	Sum per annum.
Charles C. Tucker	\$2,100. 000. Schedule proposed. (Received April 13.)

(Not let; too high.)

ROUTE No. 13842.

From Hudson to North Pepin, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
<i>After time.</i>	
William Winchester	\$1,175, two-horse conveyance 5 months; 000, residue.
Horace L. Wadsworth	780, horse in summer, sleigh in winter, 60 miles instead of 46. (Received April 4, 1857.)

(Not let; too high.)

ROUTE No. 13843.

From La Crosse to Mankato, 180 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kinley.....	\$3,440, one-horse covered buggy; schedule named.
Asa Battles	2,500. 000.
S. P. Wheeler and S. F. Nichols..	1,500, two-horse carriage.
(Suspended.)	

ROUTE No. 13837.

From Sparta to Monteville, 41 miles, and back, once a week.

Bidders' names.	Sum per annum.
<i>After time.</i>	
Ambrose Spencer	\$600. (Received April 4, 1857.)
William Burlingame	575. (Received April 23, 1857.)
(Not let; too high.)	

ROUTE No. 18838.

From Mineral Point to Richland Centre, 49 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. B. Robinson	\$2,348, 000, three times a week.
Silas P. Wheeler.....	1,400, 000, three times a week.
A. B. Robinson.....	968. 000.
S. P. Wheeler and S. F. Nichols..	545. 000.
Massey Yeilding, (after time)...	1,200, two-horse vehicle. (Received April 4, 1857.)
(Not let; too high.)	

ROUTE No. 13839.

From Burlington to Troy Centre, 16 miles, and back, once a week.

Bidder's name.	Sum per annum.
Elijah O. Wheelock.....	\$174, two-horse coach or carriage. <i>Accepted April 25, 1857.</i>

Contract made with Elijah O. Wheelock, dated April 25, 1857, at \$174 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Burlington Tuesday at 7 a. m.; arrive at Troy Centre by 12 m.

Leave Troy Centre Tuesday at 1 p. m.; arrive at Burlington by 6 p. m.

SPECIAL SERVICE FOR WISCONSIN.

Grove from Spring Prairie, 3 miles, twice a week.

Service authorized January 22, 1857, at \$40 per annum: limited, &c.; to expire June 30, 1858.

Fairfield from Darien, 4 miles, twice a week.

Service authorized January 22, 1857, at \$50 per annum: limited, &c.; to expire June 30, 1858.

Emerald Grove from Janesville, 7½ miles, twice a week.

Service authorized January 22, 1857, at \$75 per annum: limited, &c.; to expire June 30, 1858.

Welch Prairie from Wyocenna, 6½ miles, and back, once a week.

Service authorized February 12, 1857, at \$36 per annum: limited, &c.: to expire June 30, 1858.

Chippewa from Ogalla, $1\frac{1}{2}$ mile, and back, once a week.

Service authorized February 12, 1857, at \$30 per annum : limited, &c.; to expire June 30, 1858.

Horn's Corners from Cedarburg, 4 miles, and back, once a week.

Service authorized February 20, 1857, at \$24 per annum : limited, &c.; to expire June 30, 1858.

Ontario from Mount Pisgah, 10 miles, and back, once a week.

Service authorized March 26, 1857, at \$72 per annum : limited, &c.; to expire June 30, 1858.

West Rosendale from Rosendale, 3 miles, and back, once a week.

Service authorized March 26, 1857, at \$24 per annum : limited, &c.; to expire June 30, 1858.

Big Spring from Dell Prairie, — miles, and back, ——— a week.

Service authorized June 1, 1857, at \$40 per annum : limited, &c.; to expire June 30, 1858.

Lowell from Reeseville, $2\frac{1}{2}$ miles, and back, ——— a week.

Service authorized June 5, 1857, at \$100 per annum : limited, &c.; to expire June 30, 1858.

Danville from Columbus, $3\frac{1}{2}$ miles, once a week.

Service authorized June 5, 1857, at \$80 per annum : limited, &c.; to expire June 30, 1858.

Lannon Springs from Lisbon, 3 miles, and back, once a week.

Service authorized June 20, 1857, at \$24 per annum : limited, &c.; to expire June 30, 1858.

Friestadt from Staatsville, $3\frac{1}{2}$ miles, once a week.

Service authorized June 20, 1857, at \$30 per annum : limited, &c.; to expire June 30, 1858.

Utter's Corners from Richmond, 4 miles, and back, twice a week.

Service authorized August 6, 1856, at \$48 per annum : limited, &c.; to expire June 30, 1858.

Kildare from Seven Mile Creek, 3 miles, and back, once a week.

Service authorized August 30, 1857, at \$16 per annum : limited, &c.; to expire June 30, 1858.

New Centreville from Brookville, 7 miles, and back, once a week.

Service authorized September 29, 1856, at \$36 per annum : limited, &c.; to expire June 30, 1858.

Alderly from Toland's Prairie, $3\frac{1}{2}$ miles, and back, once a week.

Service authorized September 29, 1856, at \$24 per annum : limited, &c.; to expire June 30, 1858.

Stevenstown from Galesburg, 6 miles, and back, once a week.

Service authorized October 9, 1856, at \$36 per annum : limited, &c.; to expire June 30, 1858.

Teetsa from Milton, 6 miles, and back, once a week.

Service authorized October 14, 1856, at \$40 per annum : limited, &c.; to expire June 30, 1858.

Henrietta from Rockbridge, 6 miles, and back, once a week.

Service authorized October 14, 1856, at \$40 per annum : limited, &c.; to expire June 30, 1858.

Belmont from Rural, 7 miles, and back, once a week.

Service authorized October 14, 1856, at \$40 per annum : limited, &c.; to expire June 30, 1858.

Albion from Edgerton, 4 miles, and back, three times a week.

Service authorized October 18, 1856, at \$60 per annum : limited, &c.; to expire June 30, 1858.

Bayfield from Taylor's Falls, 120 miles, once a week.
Service authorized November 28, 1856, at \$250 per annum : limited, &c.; to expire June 30, 1858.

Summerville from Allen's Grove, 2 miles, three times a week.
Service authorized December 1, 1856, at \$36 per annum : limited, &c.; to expire June 30, 1858.

Wayne from Barton, 6 miles, and back, once a week.
Service authorized November 25, 1856, at \$30 per annum : limited, &c.; to expire June 30, 1858.

Hustisford from Woodland, 5 miles, twice a week.
Service authorized December 18, 1856, at \$50 per annum : limited, &c.; to expire June 30, 1858.

York from Columbus, 7 miles, once a week.
Service authorized December 24, 1856, at \$40 per annum : limited, &c.; to expire June 30, 1858.

Alto from Waupun, 5½ miles, and back, once a week.
Service authorized January 15, 1857, at \$36 per annum : limited, &c.; to expire June 30, 1858.

Northern from Rural, 4 miles, and back, ——— a week.
Service authorized June 16, 1857, at \$28 per annum : limited, &c.; to expire June 30, 1858.

Newport from Portage City, — miles, and back, six times a week.
Service authorized December 24, 1856, at \$200 per annum : limited, &c.; to expire June 30, 1858.

Star Prairie from Hudson, 16 miles, and back, once a week.
Service authorized April 23, 1857, at \$100 per annum : limited, &c.; to expire June 30, 1858.

Elma from Blurton, 4 miles, and back, once a week.
Service authorized April 23, 1857, at \$35 per annum : limited, &c.; to expire June 30, 1858.

Retreat from Bad Axe, 9 miles, and back, once a week.
Service authorized March 13, 1857, at \$50 per annum : limited, &c.; to expire June 30, 1858.

Readstown from Viroqua, 11 miles, and back, once a week.
Service authorized May 12, 1857, at \$70 per annum : limited, &c.; to expire June 30, 1858.

Mondovi from Chippewa, 15 miles, and back, once a week.
Service authorized April 28, 1857, at \$90 per annum : limited, &c.; to expire June 30, 1858.

Wayne from Barton, 6 miles, and back, once a week.
Service authorized November 25, 1856, at \$30 per annum : limited, &c.; to expire June 30, 1858.

Bark River from White Water, 8 miles, twice a week.
Service authorized July 14, 1856, at \$68 per annum : limited, &c.; to expire June 30, 1858.

Oak Hill from Palmyra, 4 miles, and back, twice a week.
Service authorized July 14, 1856, at \$44 per annum : limited, &c.; to expire June 30, 1858.

Young Hickory from Cedar Creek, 3 miles, once a week.
Service authorized July 10, 1856, at \$18 per annum : limited, &c.; to expire June 30, 1858.

Melancthon from Rockbridge, 5 miles, and back, once a week.
Service authorized July 29, 1856, at \$28 per annum : limited, &c.; to expire June 30, 1858.

Maiden Rock from Wacosta, 12 miles, and back, — a week.

Service authorized August 16, 1856, at \$60 per annum: limited, &c.; to expire June 30, 1858.

Rock Falls from Eau Claire, 13 miles, and back, — a week.

Service authorized June 27, 1857, at \$80 per annum: limited, &c.; to expire June 30, 1858.

New Salem from Springville, 9 miles, and back, — a week.

Service authorized June 27, 1857, at \$60 per annum: limited, &c.; to expire June 30, 1858.

Oaks from Ironton, 4 miles, and back, — a week.

Service authorized June 27, 1857, at \$24 per annum: limited, &c.; to expire June 30, 1858.

TERRITORY OF MINNESOTA.

ROUTE No. 14026.

From Henderson to Sioux Agency, 46 miles, and back, once a week.

Contract made with J. R. Brown, dated December 31, 1856, at \$250 per annum: service commenced on April 24, 1857, to expire June 30, 1858.

Leave Henderson Thursday at 6 a. m.; arrive at Sioux Agency next day by 12 m.

Leave Sioux Agency Friday at 2 p. m.; arrive at Henderson next day by 8 p. m.

ROUTE No. 14035.

From Anoka to Princeton, 36 miles, and back, once a week.

Contract made with Samuel Ross, dated February 5, 1857, at \$350 per annum: service commenced March 2, 1857, to expire June 30, 1858.

Leave Anoka Tuesday at 7 a. m.; arrive at Princeton same day by 7 p. m.

Leave Princeton Monday at 7 a. m.; arrive at Anoka same day by 7 p. m.

ROUTE No. 14036.

From Beaver Bay to Superior, 56 miles, and back, once a month.

Contract made with Thomas Clark, jr., dated July 16, 1856, at \$370 per annum: service commenced August 5, 1856, to expire June 30, 1858.

Leave Beaver Bay the 24th day of each month at 8 a. m.; arrive at Superior the 5th day thereafter by 6 p. m.

Leave Superior the 1st day of each month at 8 a. m.; arrive at Beaver Bay the 5th day thereafter by 6 p. m.

ROUTE No. 14037.

From Beaver Bay to Grand Portage, 100 miles, and back, once a month.

Contract made with Thomas Clark, jr., dated July 16, 1856, at his bid of \$600 per annum: service commenced August 9, 1856, to expire June 30, 1858.

Leave Beaver Bay the 7th day of each month at 8 a. m.; arrive at Grand Portage the 7th day thereafter by 6 p. m.

Leave Grand Portage the 16th of each month at 8 a. m.; arrive at Beaver Bay the 7th day thereafter by 6 p. m.

ROUTE No. 14045.

From Reed's Landing to Burr Oak, 75 miles, and back, twice a week.

Contract ordered with Cyrus Hill, dated July 1, 1856, at \$1,000 per annum: commenced service August 14, 1856, to expire June 30, 1858.

Leave Reed's Landing Monday and Thursday at 6 a. m.; arrive at Burr Oak next day by 12 m.

Leave Burr Oak Tuesday and Friday at 1 p. m.; arrive at Reed's Landing next day by 6 p. m.

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ROUTE No. 14052.

From Brownsville to Mankato, 158 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby	\$3, 130, covered buggy ; schedule proposed. 2, 268, commence at Carimonia.
Ebenezer Miller & John B. Brisbin	1, 500, one-horse conveyance ; schedule proposed.
Silas P. Wheeler & Samuel F. Nichols.	1, 500. ooo. Schedule proposed.
Ebenezer Miller & John B. Brisbin	1, 000, one-horse conveyance ; schedule proposed ; to commence at Carimonia.
M. O. Walker.....	940, horse to Carimonia, two-horse coach residue. Commence at Carimonia at <i>pro rata</i> pay.
H. L. Edwards	200, two-horse carriage ; schedule proposed. <i>Accepted April 25, 1857.</i>

Contract made with H. L. Edwards, dated April 25, 1857, at \$200 per annum.
Leave Brownsville Monday at 9 a. m. ; arrive at Mankato next Saturday by 5 p. m.
Leave Mankato every Monday at 9 a. m. ; arrive at Brownsville next Saturday by 6 p. m.

ROUTE No. 14053.

From Red Wing to Verona, 110 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby	\$2, 768, covered buggy.
Isaac Nichols	2, 300, two-horse coach ; schedule proposed.
Ebenezer Miller & John B. Brisbin	1, 100, one-horse conveyance. 900, one-horse conveyance ; commence at Owatanna. Schedule proposed.
Thomas M. Lowater	500, two-horse coach.
Philo Hawes	486, two-horse stage. <i>Accepted April 25, 1857.</i>
James C. Hanna, (after time)...	1, two-horse carriage. (Received April 6, 1857.)
John D. McCarthy, (after time)-	500, schedule proposed. (Received April 6, 1857.)

Contract made with Philo Hawes, dated April 25, 1857, at \$486 per annum.
Leave Red Wing every Monday at 7 a. m. ; arrive at Verona next Wednesday by 6 p. m.
Leave Verona every Thursday at 7 a. m. ; arrive at Red Wing next Saturday by 6 p. m.

ROUTE No. 14054.

From Red Wing to St. Nicholas, 80 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby	\$1, 948, covered buggy.
Isaac Nichols	1, 650, two-horse carriage.
Ebenezer Miller & John B. Brisbin	850, one-horse conveyance.
Cyrus Cotter.....	450, two-horse stage.
David Hancock	480, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with David Hancock, dated April 25, 1857, at \$400 per annum.
Leave Red Wing Monday at 8 a. m. ; arrive at St. Nicholas Wednesday by 5 p. m.
Leave St. Nicholas Thursday at 8 a. m. ; arrive at Red Wing next Saturday by 5 p. m.



ROUTE No. 14055.

From Red Wing to Austin, 85 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby	\$1, 948, buggy ; schedule proposed.
Isaac Nichols	1, 450, two-horse carriage ; schedule proposed.
Ebenezer Miller & John B. Brisbin	800, one-horse conveyance ; says distance is 80 miles ; schedule proposed.
John B. Hubbell	600, coach to Mantonville, horse residue ; schedule proposed.
Philo Hawes.....	575, two-horse hack.
David Hancock.....	400, two horse coach ; schedule proposed : distance 85 miles. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

Contract made with David Hancock, dated April 25, 1857, at \$400 per annum.
 Leave Red Wing every Monday at 7 a. m. ; arrive at Austin next Wednesday by 5 p. m.
 Leave Austin same day at 7 p. m. ; arrive at Red Wing next Saturday by 5 p. m.

ROUTE No. 14056.

From Red Wing to Blue Earth City, 130 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby	\$3, 120, buggy ; schedule proposed ; distance 150 miles.
Isaac Nichols	2, 350, two-horse carriage.
Thomas M. Lowater	500, two-horse post-coaches ; schedule proposed : distance 108 miles.
Lewis Cotter	489, two-horse stage. <i>Accepted April 25, 1857.</i>
Ebenezer Miller & John B. Brisbin	390, one-horse conveyance ; schedule proposed ; dis- tance 130 miles.
<i>(After time)</i>	
John D. McCarthy	500, two-horse covered wagon ; commence at Owa- tonna, distance 70 miles ; schedule proposed. (Received April 1857.)
Simon Dow	1, two horse coach ; schedule proposed. (Received April 6, 1857.)

Contract made with Lewis Cotter, dated April 25, 1857, at \$489 per annum.
 Leave Red Wing every Monday at 7 a. m. ; arrive at Blue Earth City next Wednesday at
 6 p. m.
 Leave Blue Earth City every Thursday at 7 a. m. ; arrive at Red Wing next Saturday at
 6 p. m.

ROUTE No. 14057.

From Red Wing to Le Suer, 84 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby	\$1, 900, buggy.
Ebenezer Miller & John B. Brisbin	700, one-horse conveyance.
John J. Brackett	500, two-horse coaches. <i>Accepted April 25, 1857.</i>
<i>(After time.)</i>	
Zacheus Lewis	2, 990, two or four horse carriage.

Contract made with John J. Brackett, dated April 25, 1857, at \$500 per annum.
 Leave Red Wing Monday at 8 a. m. ; arrive at Le Suer next Wednesday by 5 p. m.
 Leave Le Suer Thursday at 8 a. m. ; arrive at Red Wing next Saturday by 5 p. m.

ROUTE No. 14058.

From Owatonna to Hastings, 52 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby	\$1, 884, covered buggy.
Preston Roberts, jr., & William Stewart	894, (?) two-horse coach when necessary.
Ebenezer Miller & John B. Brisbin	800, two-horse coach.
Philo Hawes	300, two-horse stage. <i>Accepted April 25, 1857</i>

Contract made with Philo Hawes, dated April 25, 1857, at \$300 per annum.
 Leave Owatonna Tuesday at 6 a. m. ; arrive at Hastings next day by 11 a. m.
 Leave Hastings Wednesday at 2 p. m. ; arrive at Owatonna next day by 7 p. m.

ROUTE No. 14059.

From Owatonna to St. Nicholas, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
Preston Roberts, jr., & William Stewart	\$620, (?) two-horse coach when necessary.
Ebenezer Miller & John B. Brisbin	400, one-horse conveyance.

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Bidders' names.	Sum per annum.
Philo Hawes	\$250, two-horse stage.
<i>After time.</i>	
Gurdon Watson	550, passenger wagon.
Levi B. Tilden	800, rest at Adamsville. (Received April 18, 1857.)
(Not let.)	

Leave Owatonna Wednesday at 6 a. m.; arrive at St. Nicholas same day by 6 p. m.
 Leave St. Nicholas Thursday at 6 a. m.; arrive at Owatonna same day by 6 p. m.

ROUTE No. 14060.

From Owatonna to Glencoe, 75 miles, and back, once a week.

Bidders' names.	Sum per annum.
Preston Roberts, jr., & William Stewart	\$1,394, two-horse coach when necessary.
Peter Kirby	1,384, buggy.
Ebenezer Miller & John B. Brisbin	750, one-horse conveyance.
Stephen B. Corey, (after time)--	249. (Received April 15, 1857.)
(Not let.)	

ROUTE No. 14061.

From Meneska to Oronoco, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Andrew J. McKay	\$700. One guaranty, not certified.
Wm. Weaver	12 per week; no guaranty or certificate.
Fletcher C. Putnam	598. No guaranty or certificate.
Joseph S. Olds	540. Informal.
William Verlander	8 per week; no certificate.
John B. Clark & Joseph Bushey	489. ooo.
Ebenezer Miller & John B. Brisbin	400, one-horse conveyance.
James W. Ireland	399, schedule changed; one guaranty, not certified.
Silas A. Putnam	350. Accepted April 25, 1857.
	or 480, two-horse carriage.
<i>After time.</i>	
McKay & Allen	600. (Received April 15, 1857.)
S. C. Brown	450. (Received April 15, 1857.)
George W. Hass	380. (Received April 7, 1857.)
Albert Scrivers.....	6½ per week.

Contract made with Silas A. Putnam, dated April 25, 1857, at \$350 per annum.
 Leave Meneska Wednesday at 6 a. m.; arrive at Oronoco same day by 6 p. m.
 Leave Oronoco Thursday at 6 a. m.; arrive at Meneska same day by 6 p. m.

ROUTE No. 14062.

From St. Paul to West Union, 166 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ebenezer Miller & John B. Brisbin	\$3,300, four-horse post-coach.
John B. Hubbell.....	3,000, coaches; schedule proposed.
Martin O. Walker.....	1,490, two-horse coach. Accepted April 25, 1857.

Contract made with Martin O. Walker, dated April 25, 1857, at \$1,490 per annum.
 Leave St Paul Monday at 7 a. m.; arrive at West Union, Iowa, next Saturday by 6 p. m.
 Leave West Union, Iowa, every Monday at 7 a. m.; arrive at St. Paul next Saturday by 6 p. m.

ROUTE No. 14063.

From St. Paul to Monticello, 46 miles, and back, once a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Ebenezer Miller & John B. Brisbin	\$300, two-horse coach; or 700, two-horse coach, commence at St. Anthony.
Preston Roberts, jr., & William Stewart	715, (?) two-horse coach when necessary. 538, (?) commence at the Falls of St. Anthony. <i>Accepted April 25, 1857.</i>

Contract made with Preston Roberts, jr., & William Stewart, dated April 25, 1857, at \$538 per annum.

Leave the Falls of St. Anthony Wednesday at 8 a. m.; arrive at Monticello next day by 12 m.

Leave Monticello Thursday at 2 p. m.; arrive at the Falls of St. Anthony next day at 6 p. m.

ROUTE No. 14064.

From St. Paul to Alhambra, 80 miles, and back, once a week.

Bidders' names.	Sum per annum.
Preston Roberts, jr., & William Stewart.	\$1,600, (?) two-horse coach when necessary.
Ebenezer Miller & John B. Brisbin.	1,500, two-horse coach.
Lewis L. Parsons, (after time) ..	1,150, two-horse coach. (Received April 2, 1857.) <i>Accepted April 25, 1857.</i>

Contract made with Lewis L. Parsons, dated April 25, 1857, at \$1,150 per annum.

Leave St. Paul Tuesday at 6 a. m.; arrive at Alhambra next day by 6 p. m.

Leave Alhambra Thursday at 6 a. m.; arrive at St. Paul next day by 6 p. m.

ROUTE No. 14065.

From St. Paul to Cambridge, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
John G. Curtis	\$1,024, 000, horse.
Ebenezer Miller & John B. Brisbin.	600, one-horse conveyance. Schedule proposed; distance 60 miles. <i>Accepted April 25, 1857.</i>

Contract made with Ebenezer Miller & John B. Brisbin, dated April 25, 1857, at \$600: to commence July 1, 1857, and end June 30, 1858.

Leave St. Paul every Monday at 9 a. m.; arrive at Cambridge next day by 5 p. m.

Leave Cambridge every Friday at 9 a. m.; arrive at St. Paul next day by 5 p. m.

ROUTE No. 14066.

From Winona to Mankato, 150 miles, and back, once a week.

Bidders' names.	Sum per annum.
Pres. Roberts, jr., & Wm. Stewart	\$2,400, schedule proposed. 900, to commence at Owatonna.
John B. Hubbell	2,000, coach.
Eben'r Miller & John B. Brisbin.	1,500, one-horse conveyance. Schedule proposed.
George Warren & Co.	1,490, two-horse covered coach
Nathaniel Hudson	1,450, two-horse conveyance.
Peter Kirby	1,390, buggy. Schedule proposed. To commence at Owatonna.
M. O. Walker	900, two-horse coaches.
Eben'r Miller & John B. Brisbin.	750, one-horse conveyance; commence at Owatonna. Schedule proposed; distance 75 miles. <i>Accepted April 25, 1857.</i>

Contract made with Ebenezer Miller & John B. Brisbin, dated April 25, 1857, at \$750 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Owatonna every Monday at 9 a. m.; arrive at Mankato next day by 8 p. m.

Leave Mankato every Friday at 9 a. m.; arrive at Owatonna next day by 8 p. m.

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ROUTE No. 14067.

From Winona to Oronoco, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby.....	\$1,284, buggy.
Pres. Roberts, jr., & Wm. Stewart	1,010, two-horse coach when necessary.
Eben'r Miller & John B. Brisbin.	800, two-horse post-coach.
Daniel L. Burley.....	700.
George Warren & Co.....	600, two-horse covered coach.
Nathaniel Hudson.....	575, two-horse conveyance.
Wm. G. McCutchen & J. H. Seelye	475, one-horse wagon.
Sidney Mosher.....	475. 000?
H. J. Battles & M. Pierce.....	465. 000. Schedule reversed.
Leonard Robinson.....	400, two-horse wagon. <i>Accepted April 25, 1857.</i>

Contract made with Leonard Robinson, dated April 25, 1857, at \$400 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave Winona Wednesday at 7 a. m.; arrive at Oronoco next day by 12 m.

Leave Oronoco Thursday at 1 p. m.; arrive at Winona next day by 6 p. m.

ROUTE No. 14068.

From St. Cloud to Superior, 125 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Sturgis.....	\$1,300, (?) two-horse conveyance from November 15 to March 15; horse residue.
Eben'r Miller & John B. Brisbin.	1,250, one-horse conveyance.
	1,200, one-horse conveyance. <i>Accepted April 25, 1857.</i>

Contract made with Ebenezer Miller & John B. Brisbin, dated April 25, 1857, at \$1,200 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave St. Cloud Monday at 8 a. m.; arrive at Superior next Friday by 6 p. m.

Leave Superior Monday at 8 a. m.; arrive at St. Cloud next Friday by 6 p. m.

ROUTE No. 14069.

From St. Cloud to Fort Ridgely, 100 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby.....	\$1,900, buggy.
Eben'r Miller & John B. Brisbin.	1,000, one-horse conveyance.
Wm. B. Stokes.....	9. 000. <i>Accepted April 25, 1857.</i>

Contract made with W. B. Stokes, dated April 25, 1857, at \$9 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave St. Cloud Monday at 6 a. m.; arrive at Fort Ridgely Wednesday at 6 p. m.

Leave Fort Ridgely Thursday at 6 a. m.; arrive at St. Cloud Saturday by 6 p. m.

ROUTE No. 14070.

From St. Cloud to Pembina, 550 miles, and back, once a month.

Bidders' names.	Sum per annum.
Asa Battles.....	\$10,000. 000.
Eben'r Miller & John B. Brisbin.	2,500, one-horse conveyance.
George F. Brott, Edwin D. Mortimer & James C. Moulton.	100. 000?
Wm. B. Stokes.....	27. 000? <i>Accepted April 25, 1857.</i>

Contract made with William B. Stokes, dated April 25, 1857, at \$27 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave St. Cloud on the 1st of every month at 6 a. m.; arrive at Pembina on the 25th of same month by 6 p. m.

Leave Pembina on the 26th of each month at 6 a. m.; arrive at St. Cloud twenty-five days thereafter at 6 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 14071.

From St. Cloud to Crow Wing, 48 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ebenezer Miller & John B. Brisbin.	\$500, one-horse conveyance.
Wm. B. Stokes.....	4. 000. <i>Accepted April 25, 1857.</i>

Contract made with Wm. B. Stokes, dated April 25, 1857, at \$4 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave St. Cloud Wednesday at 7 a. m.; arrive at Crow Wing next day by 12 m.

Leave Crow Wing Thursday at 1 p. m.; arrive at St. Cloud next day by 6 p. m.

ROUTE No. 14072.

From St. Cloud to Taylor's Falls, 84 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ebenezer Miller & John B. Brisbin.	\$800, one-horse conveyance.
Lewis L. Parsons, (after time)...	750. (Received April 2, 1857.) <i>Accepted April 25, 1857.</i>

Contract made with Lewis L. Parsons, dated April 25, 1857, at \$750 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave St. Cloud Monday at 7 a. m.; arrive at Taylor's Falls next Wednesday by 6 p. m.

Leave Taylor's Falls Thursday at 7 a. m.; arrive at St. Cloud next Saturday by 6 p. m.

ROUTE No. 14073.

From St. Cloud to Lac qui Parle, 129 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ebenezer Miller & John B. Brisbin.	\$1,200, one-horse conveyance.
Wm. B. Stokes.....	7. 000. <i>Accepted April 25, 1857.</i>

Contract made with Wm. B. Stokes, dated April 25, 1857, at \$7 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave St. Cloud Monday at 6 a. m.; arrive at Lac qui Parle next Friday by 6 p. m.

Leave Lac qui Parle Saturday at 6 a. m.; arrive at St. Cloud next Thursday by 6 p. m.

ROUTE No. 14074.

From St. Cloud to Long Prairie, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
William A. Corbett.....	\$900.
Ebenezer Miller & John B. Brisbin.	700, one-horse conveyance.
Wm. B. Stokes.....	6. 000. <i>Accepted April 25, 1857.</i>

Contract made with Wm. B. Stokes, dated April 25, 1857, at \$6 per annum: to commence July 1, 1857, to expire June 30, 1858.

Leave St. Cloud Tuesday at 8 a. m.; arrive at Long Prairie next day by 7 p. m.

Leave Long Prairie Thursday at 8 a. m.; arrive at St. Cloud next day by 7 p. m.

ROUTE No. 14075.

From Winona to Burr Oak, 48 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ebenezer Miller & J. B. Brisbin.	\$800, four-horse coach.
Swen Nelson.....	600, one or two horses; query as to guaranty.
George Warren.....	600.

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Nathaniel Hudson..... \$475, two-horse conveyance. *Accepted April 25, 1857.*
 Noah R. Sage, (after time)..... 995. (Received April 4, 1857.)
 Calvin B. Ferguson, (after time). 999. 000.

Contract made with Nathaniel Hudson, dated April 25, 1857, at \$475 per annum : to commence July 1, 1857, to expire June 30, 1858.

Leave Winona Tuesday at 6 a. m.: arrive at Burr Oak next day by 12 m.

Leave Burr Oak Wednesday at 1 p. m.; arrive at Winona next day by 6 p. m.

ROUTE No. 14076.

From Mankato to Blue Earth City, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby.....	\$1,500, one horse buggy.
Ebenezer Miller & John B. Brisbin.	600, two-horse coach. <i>Accepted April 25, 1857.</i>
Simon Dow, (after time).....	1, two-horse coach. (Received April 6, 1857.)
Enoch B. Walworth, (after time).	1,450, horse and wagon. (Received April 15, 1857.)

Contract made with Ebenezer Miller & John B. Brisbin, dated April 25, 1857, at \$600 per annum : to commence July 1, 1857, to expire June 30, 1858.

Leave Mankato Wednesday at 7 a. m.; arrive at Blue Earth City next day by 12 m.

Leave Blue Earth City Thursday at 1 p. m.; arrive at Mankato next day by 5 p. m.

ROUTE No. 14077.

From Shakopee to Fort Ridgely, 80 miles, and back, once a week.

Bidders' names.	Sum per annum.
Cyrus Hill & Darius S. White....	\$2,100. 000.
Levi H. Griffin & Montgomery Berfield.	1,500, two-horse coach, three times a week; end at Glencoe; supply Carver, La Belle, and Young America, between Chaska and Glencoe. No guaranty.
Peter Kirby.....	1,500, one-horse buggy.
Ebenezer Miller & John B. Brisbin.	1,200, two-horse coach.
Charles Hopkins, (after time)...	2,900, two-horse coach \$1,400; end at Glencoe. (Duplicate.) (Received April 7, 1857.)
Lewis S. Parsons, (after time)...	900, one-horse conveyance. (Received April 2, 1857.) <i>Accepted April 25, 1857.</i>

Contract made with Lewis S. Parsons, dated April 25, 1857, at \$900 per annum : to commence July 1, 1857, to expire June 30, 1858.

Leave Shakopee Tuesday at 6 a. m.; arrive at Fort Ridgely next Thursday by 12 m.

Leave Fort Ridgely Thursday at 1 p. m.; arrive at Shakopee next Saturday by 6 p. m.

ROUTE No. 14078.

From Shakopee to Faribault, 50 miles, and back, once a week.

Bidder's name.	Sum per annum.
Ebenezer Miller & John B. Brisbin.	\$750, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Ebenezer Miller and John B. Brisbin, dated April 25, 1857, at \$750 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Shakopee Wednesday at 7 a. m.; arrive at Faribault next day by 12 m.

Leave Faribault Thursday at 2 p. m.; arrive at Shakopee next day by 6 p. m.

ROUTE No. 14079.

From Shakopee to Northfield, 43 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ebenezer Miller & John B. Brisbin.	\$600, two-horse coach.
Highland H. White.....	475, one-horse carriage.
Joseph J. Brackett.....	250, two-horse coaches. <i>Accepted April 25, 1857.</i>

Contract made with Joseph J. Brackett, dated April 25, 1857, at \$250 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Shakopee Wednesday at 6 a. m.; arrive at Northfield same day by 7 p. m.

Leave Northfield Thursday at 6 a. m.; arrive at Shakopee same day by 7 p. m.

ROUTE No. 14080.

From Glencoe to St. Cloud, 95 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
Ebenezer Miller & John B. Brisbin.	\$800, one-horse coach.
W. A. Corbett	675, two-horse carriage or wagon.
Wm. B. Stokes.....	8. 000. <i>Accepted April 25, 1857.</i>

Contract made with Wm. B. Stokes, dated April 25, 1857, at \$8 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Glencoe every other Monday at 8 a. m.; arrive at St. Cloud next Wednesday by 6 p. m.

Leave St. Cloud every other Thursday at 8 a. m.; arrive at Glencoe next Saturday by 6 p. m.

ROUTE No. 14081.

From Glencoe to Traverse des Sioux, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ebenezer Miller & Jno. B. Brisbin	\$450, one-horse coach.
Nathan Myrick.....	25. <i>Accepted April 25, 1857.</i>

Contract made with Nathan Myrick, dated April 25, 1857, at \$25: to commence July 1, 1857, and expire June 30, 1858.

Leave Glencoe Monday at 6 a. m.; arrive at Traverse des Sioux next day by 12 m.

Leave Traverse des Sioux Tuesday at 2 p. m.; arrive at Glencoe next day by 6 p. m.

ROUTE No. 14082.

From Henderson to mouth of Sioux Wood River, 150 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ebenezer Miller & Jno. B. Brisbin	\$1,000, one-horse conveyance.
Daniel A. J. Baker.....	100. 000. <i>Accepted April 25, 1857.</i>

Contract made with Daniel A. J. Baker, dated April 25, 1857, at \$100 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Henderson on the first of each month at 7 a. m.; arrive at Sioux Wood River on the 6th day thereafter by 6 p. m.

Leave Sioux Wood River on the 8th of each month at 7 a. m.; arrive at Henderson on the 6th day thereafter by 6 p. m.

ROUTE No. 14083.

From Manhattan to Glencoe, 80 miles, and back, once a month.

Bidders' names.	Sum per annum.
Ebenezer Miller & Jno. B. Brisbin	\$400, one horse conveyance.
William Sturgis	25. <i>Accepted April 25, 1857.</i>

Contract made with William Sturgis, dated April 25, 1857, at \$25 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Manhattan on the 1st of each month at 7 a. m.; arrive at Glencoe on the 3d of same month by 6 p. m.

Leave Glencoe on the 5th of each month at 7 a. m.; arrive at Manhattan on the 7th of each month by 6 p. m.

ROUTE No. 14084.

From Manhattan to Forest City, 40 miles, and back, once in two weeks.

Bidder's name.	Sum per annum.
Joseph Howard.....	\$1,000, two-horse conveyance, Manhattan or Monticello to Forest City, 40 miles.

(Not let; too high.)

ROUTE No. 14085.

From Manhattan to Mille Lac, — miles, and back, once in two weeks.

(No bidders; not let.)

ROUTE No. 14086.

From Minneapolis to Chaska, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ebenezer Miller & Jno. B. Brisbin	\$800, two-horse coach. <i>Accepted April 25, 1857.</i>
Charles Hopkins, (after time)...	800, two-horse coach; schedule proposed. (Received April 7, 1857.)

Contract made with Ebenezer Miller & John B. Brisbin, dated April 25, 1857, at \$800 per annum : to commence July 1, 1857, and to expire June 30, 1858.

Leave Minneapolis Tuesday at 7 a. m.; arrive at Chaska same day by 6 p. m.

Leave Chaska Wednesday at 7 a. m.; arrive at Minneapolis same day by 6 p. m.

ROUTE No. 14087.

From Minneapolis to Hutchenson, 65 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby.....	\$1,500, buggy.
Ebenezer Miller & Jno. B. Brisbin	800, two-horse coach.
L. N. Pike.....	790, mode at bidder's option.

(Not let.)

ROUTE No. 14089.

From Minneapolis to Forest City, 75 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
George F. Ames.....	\$1,000, two-horse wagon when practicable.
Ebenezer Miller & Jno. B. Brisbin	750, one-horse conveyance. <i>Accepted April 25, 1857.</i>

Contract made with Ebenezer Miller & John B. Brisbin, dated April 25, 1857, at \$750 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Minneapolis every other Tuesday at 7 a. m.; arrive at Forest City next Thursday by 10 a. m.

Leave Forest City every other Thursday at 2 p. m.; arrive at Minneapolis next Saturday by 6 p. m.

ROUTE No. 14090.

From Minneapolis to Pembina, 450 miles, and back, once a month.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Asa Battles	\$10,000. 000.
Ebenezer Miller & Jno. B. Brisbin	2,000, one-horse conveyance.
Benjamin Thompson	For the proceeds of the different offices on route
Daniel A. J. Baker	200. 000.
George F. Brott, Edwin D. Mortimer & James C. Moulton.	100. 000. (?)
L. L. Benson, (after time)	990. (Received April 4, 1857.)
(Suspended.)	

ROUTE No. 14091.

From Minneapolis to Monticello, 130 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
Ebenezer Miller & Jno. B. Brisbin	\$800, one-horse conveyance.
A. J. Bell, (after time)	Two-horse conveyance to Glencoe. (See conditions within.)
(Suspended.)	

ROUTE No. 14092.

From Target Lake to South Bend, 180 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ebenezer Miller and John B. Brisbin.	\$1,800, two-horse coach; schedule proposed; distance 180 miles.
Peter Kirby	1,000, buggy; schedule proposed; distance 160 miles.
William B. Gere	200, two-horse carriage; schedule proposed; distance 180 miles. <i>Accepted April 25, 1857.</i>

Contract made with Wm. B. Gere, dated April 25, 1857, at \$200 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Target Lake every Monday at 9 a. m.; arrive at South Bend next Saturday by 6 p. m.

Leave South Bend every Monday at 9 a. m.; arrive at Target Lake next Saturday by 6 p. m.

ROUTE No. 14093.

From Elliotta to Cannon River Falls, 101 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ira Seward, Simeon Phillips, and Henry M. Steele.	\$3,500, two-horse carriage.
John B. Hubbell	2,000, coach: or
	1,500, end at Mantonville.
Peter Kirby	1,800, buggy: will end at Mantonville at <i>pro rata</i> deduction.
Gilbert B. O. Bassett	1,560, two-horse carriage.
	1,100, to Mantonville.
Ebenezer Miller and John B. Brisbin.	1,500, two-horse coach.
Philo Hawes	800, two-horse stage. <i>Accepted April 25, 1857.</i>
(After time.)	
John Waggoner	2,800. 000.
Daniel Wheeler	848. (Received April 6, 1857.)

Contract made with Philo Hawes, dated April 25, 1857, at \$800 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Elliotta Monday at 6 a. m.; arrive at Cannon River Falls next Wednesday by 6 p. m.

Leave Cannon River Falls Thursday at 6 a. m.; arrive at Elliotta next Saturday by 6 p. m.

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 14094.

From Austin to Mantonville, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ebenezer Miller and John B. Brisbin.	\$400, two-horse coach.
Joseph J. Brackett.....	300, two-horse coach.
Philo Hawes.....	200, two-horse stage.

(Not let.)

ROUTE No. 14095.

From Rochester to Faribault, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby.....	\$1,500, covered buggy.
Ebenezer Miller and John B. Brisbin.	700, two-horse coach.
John B. Hubbell.....	500, coach.
George Warren & Co.....	400, two-horse covered carriage.
M. O. Walker.....	240, two-horse coaches. <i>Accepted April 25, 1857.</i>

Contract made with M. O. Walker, dated April 25, 1857, at \$240 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Rochester Tuesday at 8 a. m.; arrive at Faribault next day by 6 p. m.

Leave Faribault Thursday at 8 a. m.; arrive at Rochester next day by 6 p. m.

ROUTE No. 14096.

From Chatfield to La Crosse, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby.....	\$3,500, two-horse covered buggy, three times a week.
Silas P. Wheeler and Samuel F. Nichols.	1,600, 000, three times a week.
Ebenezer Miller and John B. Brisbin.	750, two-horse coach.
William B. Gere.....	600, two-horse coach; or 1,200, twice a week, two-horse carriage.
Silas P. Wheeler and Samuel F. Nichols.	600. 000. <i>Accepted April 25, 1857.</i>

Contract made with Silas P. Wheeler and Samuel F. Nichols, dated April 25, 1857 : to commence July 1, 1857, and expire June 30, 1858.

Leave Chatfield Monday at 6 a. m.; arrive at La Crosse next day by 12 m.

Leave La Crosse Tuesday at 1 p. m.; arrive at Chatfield next day by 6 p. m.

ROUTE No. 14097.

From Mankato to Mitchell, 90 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby.....	\$1,899, buggy.
Ebenezer Miller and John B. Brisbin.	1,000, two-horse coach.
Joseph J. Brackett.....	80, two-horse coach. <i>Accepted April 25, 1857.</i>
H. O. Lacy, (after time).	960. 000. (<i>Received April 20, 1857.</i>)

Contract made with Joseph J. Brackett, dated April 25, 1857, at \$80 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Mankato Monday at 8 a. m.; arrive at Mitchell Wednesday by 6 p. m.

Leave Mitchell Thursday at 8 a. m.; arrive at Mankato Saturday by 6 p. m.

ROUTE No. 14098.

From Reed's Landing to Faribault, 63 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby.....	\$1,500, two-horse covered buggy.
Orville D. Lord.....	1,300, two-horse carriage.
Elijah Lont?	1,200, two-horse carriage.
Benjamin H. Levey.....	1,200. ooo.
Ebenezer Miller and John B. Brisbin.	900, two-horse carriage. <i>Accepted April 25, 1857.</i>
(<i>per time.</i>)	
Bivins & Perkins.....	1,000, two-horse hack. (Received April 7, 1857.)
	700. (Received April 7, 1857.)
Isaac Nichols.....	1,150, two-horse carriage. (Received April 4, 1857.)

Contract made with Ebenezer Miller and John B. Brisbin, dated April 25, 1857: to commence July 1, 1857, and expire June 30, 1858.

Leave Reed's Landing Tuesday at 8 a. m.; arrive at Faribault next day by 6 p. m.

Leave Faribault Thursday at 8 a. m.; arrive at Reed's Landing by 6 p. m. •

ROUTE No. 14099.

From Reed's Landing to Durango, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby.....	\$1,200, buggy.
O. B. Stacy.....	900.
Ebenezer Miller and John B. Brisbin.	700, two-horse coach.
John B. Clark and Joseph Bushey	485. ooo. <i>Accepted April 25, 1857.</i>

Contract made with Joseph Bushey and John B. Clark, dated April 25, 1857: to commence July 1, 1857, and expire June 30, 1858.

Leave Reed's Landing Tuesday at 6 a. m.; arrive at Durango same day by 6 p. m.

Leave Durango Monday at 6 a. m.; arrive at Reed's Landing same day by 6 p. m.

ROUTE No. 14100.

From Crow Rapids to St. Peter's, 100 miles, and back, once a week.

Bidders' names.	Sum per annum.
Eben. Miller and John B. Brisbin	\$1,000, two-horse coach, distance 66 miles; schedule proposed.
Daniel A. J. Baker	80, schedule proposed; distance 100 miles. <i>Accepted April 25, 1857.</i>

Contract made with Daniel A. J. Baker, dated April 25, 1857, at \$80 per annum; to commence July 1, 1857; to expire June 30, 1858.

Leave Crow Rapids every Monday at 8 a. m.; arrive at St. Peter's next Saturday by 6 p. m.

Leave St. Peter's every Monday at 8 a. m.; arrive at Crow Rapids next Saturday by 6 p. m.

ROUTE No. 14101.

From Dayton to Lac qui Parle, 140 miles, and back, once in 2 weeks.

Bidders' names.	Sum per annum.
Eben. Miller and John B. Brisbin	\$1,000, one-horse conveyance; schedule proposed; distance 150 miles.
Daniel A. J. Baker.....	80, schedule proposed; distance 140 miles. <i>Accepted April 25, 1857.</i>

Contract made with Daniel A. J. Baker, dated April 25, 1857, at \$80 per annum; to commence July 1, 1857; to expire June 30, 1858.

CONTRACTS FOR CARRYING THE MAILS.

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Leave Dayton every other Tuesday at 8 a. m.; arrive at Lac qui Parle next Saturday by 6 p. m.

Leave Lac qui Parle every other Monday at 8 a. m.; arrive at Dayton next Saturday by 6 p. m.

ROUTE No. 14102.

From Hastings to St. Peter's, 80 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby	\$1,700, two-horse covered buggy.
Preston Roberts, jr., and William Stewart	1,230, two-horse coach if necessary.
Eben. Miller and John B. Brisbin	1,000, two-horse coach.
Cyrus Hill and Darius S. White	300, four-horse coach to Faribault, and two-horse to St. Peter's.
	300, two additional weekly trips to Faribault; daily to Faribault during navigation of Mississippi river for same proportion as above propositions.
	125, two-horse coach, end at Northfield.
M. O. Walker	120 (?), two-horse coach. <i>Accepted April 25, 1857.</i>
<i>After time.</i>	
Zacheus Lewis	2,349, good carriage and four horses. (Received April 7, 1857.)
Lewis L. Parsons	900, two-horse coach. (Received April 7, 1857.)

Contract made with M. O. Walker, dated April 25, 1857, at \$120 per annum; to commence July 1, 1857, and expire June 30, 1858.

Schedule from November 15 to May 15.

Leave Hastings Wednesday at 6 a. m.; arrive at St. Peter's next day by 7 p. m.

Leave St. Peter's Friday at 6 a. m.; arrive at Hastings next day by 7 p. m.

Schedule from May 15 to November 15.

Leave Hastings daily, except Sunday, at 7½ a. m.; arrive at Faribault same day by 7 p. m.

Leave Faribault daily, except Sunday, at 7 a. m.; arrive at Hastings same day by 6 p. m.

ROUTE No. 14103.

From Little Falls to Red River, 200 miles, and back, once a week.

Bidders' names.	Sum per annum.
Eben. Miller and John B. Brisbin	\$1,500, one-horse conveyance, distance 350 miles; schedule proposed.
William Sturgis	100, schedule proposed; distance 250 miles.
	50, or net proceeds, once a month; schedule proposed.
Daniel A. J. Baker	80, schedule proposed; distance 200 miles. <i>Accepted April 25, 1857.</i>
Samuel M. Putnam and Perly P. Putnam, (after time)	2,500. (Received April 11, 1857.)

Contract made with Daniel A. J. Baker, dated April 25, 1857, at \$80 per annum: commencing July 1, 1857, and ending June 30, 1858.

Leave Little Falls every other Monday at 8 a. m.; arrive at Red River second Wednesday after by 6 p. m.

Leave Red River every other Monday at 8 a. m.; arrive at Little Falls second Wednesday after by 6 p. m.

ROUTE No. 14104.

From Little Falls to Superior, 140 miles, and back, once in two week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
William Sturgis	\$1, 150, two-horse conveyance from the 15th November to the 15th March, and horse residue.
Eben. Miller and John B. Brisbin <i>After time.</i>	1, 000, one-horse coach. <i>Accepted April 25, 1857.</i>
Clinton Giddings	2, 500, horse and wagon when roads are suitable. (Received April 11, 1857.)
Peter Roy	1, 450, horse or foot. (Received April 11, 1857.)

Contract made with Ebenezer Miller and John B. Brisbin, dated April 25, 1857, at \$1,000 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Little Falls every other Monday at 8 a. m.; arrive at Superior next Saturday by 6 p. m.

Leave Superior every other Monday at 8 a. m.; arrive at Little Falls next Saturday by 6 p. m.

ROUTE No. 14105.

From Fort Ripley to St. Cloud, 60 miles, and back, once in two weeks. •

Bidders' names.	Sum per annum.
Ebenezer Miller and John B. Brisbin.	\$600, one-horse conveyance.
William Sturgis	50.
D. A. J. Baker	30.
William B. Stokes	5.
Lewis L. Parsons, (after time) ..	500, one-horse conveyance. (Received April 2, 1857.)

(Not let.)

ROUTE No. 14106.

From Traverse des Sioux to Hutchinson, 50 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
Ebenezer Miller and John B. Brisbin.	\$500, two-horse post-coach.
Nathan Myrick	75.

(Suspended.)

ROUTE No. 14107.

From Hastings to Mantonville, 65 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby	\$1, 400, one-horse buggy.
Preston Roberts, jr., and Wm. Stewart.	1, 040, two-horse coach, if necessary.
	640, end at Cannon River Falls.
Ebenezer Miller and John B. Brisbin.	1, 000, four-horse post-coaches.
John B. Hubbell	600, coach.
Philo Hawes	500, two-horse stage.
Cyrus Hill and Darius S. White.	200, two-horse coaches; end at Cannon River Falls.
	89, two-horse coaches; end at Cannon River Falls.
Samuel Hill and Darius S. White, (after time.)	89. (Received April 3, 1857.)

(Suspended.)

ROUTE No. 14108.

From Monticello to Traverse des Sioux, 100 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
Ebenezer Miller and John B. Brisbin.	\$700, two-horse coach.
Daniel A. J. Baker	80. <i>Accepted April 25, 1857.</i>

Contract made with Daniel A. J. Baker, dated April 25, 1857, at \$80 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Monticello every other Monday at 6 a. m.; arrive at Traverse des Sioux next Wednesday by 6 p. m.

Leave Traverse des Sioux every other Thursday at 6 a. m.; arrive at Monticello next Saturday by 6 p. m.

ROUTE No. 14109.

From St. Augusta to Glencoe, 90 miles, and back, once a month.

Bidders' names.	Sum per annum.
William A. Corbett.....	\$375 (?), two-horse carriage or wagon.
Ebenezer Miller and John B. Brisbin.	350, one-horse coach.
William Sturgis.....	20.
William B. Stokes.....	13. 000. <i>Accepted April 25, 1857.</i>

Contract made with William B. Stokes, dated April 25, 1857, at \$13 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave St. Augusta on the 1st of each month at 6 a. m.; arrive at Glencoe on the 3d of same month by 6 p. m.

Leave Glencoe on the 5th of each month at 6 a. m.; arrive at St. Augusta on the 8th of same month by 6 p. m.

ROUTE No. 14110.

From St. Augusta to Torah, — miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
Ebenezer Miller and John B. Brisbin.	\$400, one-horse conveyance ; distance 50 miles ; schedule proposed.
William A. Corbett.....	90, distance 23 miles ; schedule proposed.
William B. Stokes.....	7. 000. <i>Accepted April 25, 1857.</i>

Contract made with William B. Stokes, dated April 25, 1857, at \$7 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave St. Augusta every other Monday at 7 a. m.; arrive at Torah next day by 6 p. m.

Leave Torah every other Wednesday at 7 a. m.; arrive at St. Augusta next day by 6 p. m.

ROUTE No. 14111.

From St. Augusta to Forest City, 50 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
Ebenezer Miller and John B. Brisbin.	\$500, one-horse conveyance.
William A. Corbett.....	275, two-horse carriage or wagon.
William B. Stokes.....	4. 000. <i>Accepted April 25, 1857.</i>

Contract made with William B. Stokes, dated April 25, 1857, at \$4 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave St. Augusta every other Monday at 7 a. m.; arrive at Forest City next day by 6 p. m.

Leave Forest City every other Wednesday at 7 a. m.; arrive at St. Augusta next day by 6 p. m.

ROUTE No. 14112.

From Le Cresent to Chatfield, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
H. L. Edwards.....	\$600, two horse carriage ; schedule proposed ; distance 60 miles.
Silas P. Wheeler and Samuel F. Nichols.	600. 000. <i>Accepted April 25, 1857.</i>
H. Gleason, (after time).....	1, 200, stage, two or more horses. (Received April 17, 1857.)

CONTRACTS FOR CARRYING THE MAILS.

Contract made with Silas P. Wheeler and Samuel F. Nichols, dated April 25, 1857, at \$600 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Le Cresent every Monday at 7 a. m.; arrive at Chatfield next day by 6 p. m.

Leave Chatfield every Wednesday at 7 a. m.; arrive at Le Cresent next day by 6 p. m.

ROUTE No. 14113.

From Saint Paul to Hudson, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Preston Roberts, jr., and William Stewart.	\$364.
Silas P. Wheeler and Samuel F. Nichols.	312. 000.
Ebenezer Miller and John B. Brisbin.	300, four-horse post-coaches.
(Not let.)	

ROUTE No. 14114.

From Taylor's Falls to Bayfield, 130 miles, and back, once a week.

Bidders' names.	Sum per annum.
M. O. Walker.....	\$2,500, two-horse covered stage. 9,000, two-horse stage, six times a week from May 1 to November 1; once a week residue.
Ebenezer Miller & J. B. Brisbin..	1,900, two-horse coach. <i>Accepted April 25, 1857.</i>

Contract made with Ebenezer Miller and John B. Brisbin, dated April 25, 1857, at \$1,900 per annum; to commence July 1, 1857, and expire June 30, 1858.

Leave Taylor's Falls Monday at 7 a. m.; arrive at Bayfield next Friday by 6 p. m.

Leave Bayfield Monday at 7 a. m.; arrive at Taylor's Falls next Friday by 6 p. m.

ROUTE No. 14115.

From La Crosse to Decorah, 48 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Kirby.....	\$1,500, two-horse covered buggy.
Ebenezer Miller & J. B. Brisbin..	1,000, two-horse coach.
Daniel Wheeler	620.
S. P. Wheeler & S. F. Nichols ...	600. 000. <i>Accepted April 25, 1857.</i>

Contract made with S. P. Wheeler and S. F. Nichols, dated April 25, 1857, at \$600 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave La Crosse Tuesday at 6 a. m.; arrive at Decorah next day by 12 m.

Leave Decorah Wednesday at 1 p. m.; arrive at La Crosse next day by 6 p. m.

ROUTE No. 14116.

From Brownsville to Lansing, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ebenezer Miller & J. B. Brisbin..	\$800, two-horse coach. <i>Accepted April, 25 1857.</i>

Contract made with Ebenezer Miller and John B. Brisbin, dated April 25, 1857, at \$800 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Brownsville Wednesday at 6 a. m.; arrive at Lansing same day by 7 p. m.

Leave Lansing Thursday at 6 a. m.; arrive at Brownsville same day by 7 p. m.

ROUTE No. 14117.

From South Bend to La Crosse, 180 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
Peter Kirby	\$1,900, buggy.
Ebenezer Miller & J. B. Brisbin..	1,500, two-horse coach.
S. P. Wheeler & S. F. Nichols ...	1,500. ooo.
Daniel A. J. Baker	200. ooo.
Lewis L. Parsons, (after time) ..	1,390, one or two-horse coach. (Rec'd April 2, 1857.)
(Not let.)	

ROUTE No. 14118.

From Elliotta to Prairie du Chien, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Gilbert B. O. Bassett.....	\$800, two-horse carriage 70 miles; schedule proposed.
Daniel Wheeler.....	750, two-horse covered carriage; schedule proposed.
James Beebe.....	220, two-horse coach, distance 60 miles; schedule proposed.
(Not let.)	

SPECIAL SERVICE FOR MINNESOTA TERRITORY.

- Etna from Carimona, 11 miles, and back, — a week.
Service authorized August 16, 1856, at \$56 per annum: limited, &c.; to expire June 30, 1858.
- Berlin from Northwood, 5 miles, and back, once a week.
Service authorized August 30, 1856, at \$32 per annum: limited, &c.; to expire June 30, 1858.
- Shieldsville from Faribault, 8 miles, and back, — a week.
Service authorized September 11, 1856, at \$44 per annum: limited, &c.; to expire June 30, 1858.
- San Francisco from Louisville, 5 miles, and back, — a week.
Service authorized September 9, 1856, at \$28 per annum: limited, &c.; to expire June 30, 1858.
- Concord from Montoville, 9 miles, and back, — a week.
Service authorized September 11, 1856, at \$48 per annum: limited, &c.; to expire June 30, 1858.
- Wiscoy and Wayland from Winona, 13 miles, and back, — a week.
Service authorized September 11, 1856, at \$70 per annum: limited, &c.; to expire June 30, 1858.
- Mapleton from Mandato, 20 miles, and back, — a week.
Service authorized May —, 1857, at \$100 per annum: limited, &c.; to expire June 30, 1858.
- Ridgeway from Lorette, 8 miles, and back, once a week.
Service authorized September 26, 1856, at \$48 per annum: limited, &c.; to expire June 30, 1858.
- Kalmar from Rochester, 11 miles, and back, once a week.
Service authorized September 26, 1856, at \$64 per annum: limited, &c.; to expire June 30, 1858.
- Ashland and Hallowell from Mantonville, 12 miles, and back, once a week.
Service authorized September 26, 1856, at \$72 per annum: limited, &c.; to expire June 30, 1858.
- Pine Island from Poplar Grove, 5 miles, and back, once a week.
Service authorized September 29, 1856, at \$28 per annum: limited, &c.; to expire June 30, 1858.
- La Belle from Carver, 16 miles, and back, once a week.
Service authorized September 29, 1856, at \$80 per annum: limited, &c.; to expire June 30, 1858.
- Winnebago Agency from Mankato, 12 miles, and back, once a week.
Service authorized September 26, 1856, at \$72 per annum: limited, &c.; to expire June 30, 1858.

Geneva from Austin, 20 miles, once a week.

Service authorized December 16, 1856, at \$100 per annum : limited, &c.; to expire June 30, 1858.

Warren from Winona, 15 miles, once a week.

Service authorized December 24, 1856, at \$78 per annum : limited, &c.; to expire June 30, 1858.

Fillmore from Jordan, 6 miles, once a week.

Service authorized December 31, 1856, at \$40 per annum : limited, &c.; to expire June 30, 1858.

Pleasant Grove from Chatfield, 12 miles, once a week.

Service authorized December 31, 1856, at \$100 per annum : limited, &c.; to expire June 30, 1858.

Kenyon from Cannon City, 14 miles, once a week.

Service authorized January 15, 1857, at \$70 per annum : limited, &c.; to expire June 30, 1858.

St. Clair from La Belle, 8 miles, once a week.

Service authorized January 15, 1857, at \$40 per annum : limited, &c.; to expire June 30, 1858.

Sand Creek from Shakopee, 4 miles, once a week.

Service authorized January 31, 1857, at \$25 per annum : limited, &c.; to expire June 30, 1858.

Bancroft from St. Nicholas, 6 miles, and back, once a week.

Service authorized February 12, 1857, at \$36 per annum : limited, &c.; to expire June 30, 1858.

Bedford from Minneapolis, 20 miles, and back, once a week.

Service authorized February 21, 1857, at \$100 per annum : limited, &c.; to expire June 30, 1858.

Forest Prairie from Le Suer, 2½ miles, and back, once a week.

Service authorized February 21, 1857, at \$32 per annum : limited, &c.; to expire June 30, 1858.

Brownadale from Austin, 8 miles, and back, once a week.

Service authorized February 12, 1857, at \$40 per annum : limited, &c.; to expire June 30, 1858.

Leighton from Rockford, 6 miles, and back, once a week.

Service authorized February 24, 1857, at \$36 per annum : limited, &c.; to expire June 30, 1858.

Independence from Mount Vernon, 21 miles, and back, once a week.

Service authorized November 25, 1856, at \$100 per annum : limited, &c.; to expire June 30, 1858.

Chicago City from St. Paul, 33 miles, once a week.

Service authorized November 25, 1856, at \$160 per annum : limited, &c.; to expire June 30, 1858.

Chippewa from St. Paul, 54 miles, once a week.

Service authorized November 25, 1856, at \$270 per annum : limited, &c.; to expire June 30, 1858.

Centreville from Little Canada, 10 miles, once a week.

Service authorized November 25, 1856, at \$50 per annum : limited, &c.; to expire June 30, 1858.

Dodge City from Medford, 7 miles, once a week.

Service authorized November 25, 1856, at \$35 per annum : limited, &c.; to expire June 30, 1858.

Otter Lake from Little Canada, 6 miles, once a week.

Service authorized November 25, 1856, at \$30 per annum : limited, &c.; to expire June 30, 1858.

Columbus from St. Paul, 23 miles, once a week.

Service authorized November 25, 1857, at \$115 per annum : limited, &c.; to expire June 30, 1858.

White Water Falls from Mount Vernon, 12 miles, once a week.

Service authorized November 25, 1856, at \$54 per annum : limited, &c.; to expire June 30, 1858.

- Forest City from Hutchenson, — miles, once a week.
Service authorized December 12, 1856, at \$60 per annum : limited, &c.; to expire June 30, 1858.
- Fremont from Minneapolis, 39 miles, once a week.
Service authorized December 12, 1856, at \$200 per annum : limited, &c.; to expire June 30, 1858.
- Wyzata from Excelsior, 8 miles, once a week.
Service authorized December 16, 1856, at \$40 per annum : limited, &c.; to expire June 30, 1858.
- Medicine Lake from Minneapolis, 10 miles, once a week.
Service authorized December 16, 1856, at \$50 per annum : limited, &c.; to expire June 30, 1858.
- Shell Rock from St. Nicholas, 5 miles, once a week.
Service authorized December 16, 1856, at \$28 per annum : limited, &c.; to expire June 30, 1858.
- Blue Earth City and Montevideo from Mankato, 50 miles, and back, once a week.
Service authorized September 24, 1856, at \$160 per annum : limited, &c.; to expire June 30, 1858.
- Harmony from Minneapolis, 6 miles, and back, once a week.
Service authorized September 24, 1856, at \$32 per annum : limited, &c.; to expire June 30, 1858.
- Rockford from Monticello, 20 miles, and back, once a week.
Service authorized September 24, 1856, at \$100 per annum : limited, &c.; to expire June 30, 1858.
- Deer Creek from Spring Valley, 3½ miles, and back, once a week.
Service authorized September 24, 1856, at \$20 per annum : limited, &c.; to expire June 30, 1858.
- Watertown from Minneapolis, 30 miles, and back, once a week.
Service authorized October 9, 1856, at \$150 per annum : limited, &c.; to expire June 30, 1858.
- Elwood from Owatonna, 6 miles, and back, once a week.
Service authorized October 14, 1856, at \$46 per annum : limited, &c.; to expire June 30, 1858.
- Shelden from Caledonia, 6 miles, and back, once a week.
Service authorized November 22, 1856, at \$30 per annum : limited, &c.; to expire June 30, 1858.
- Waterloo from Rochester, 10 miles, and back, once a week.
Service authorized November 22, 1856, at \$50 per annum : limited, &c.; to expire June 30, 1858.
- Wyoming from St. Paul, 30 miles, and back, once a week.
Service authorized November 25, 1856, at \$150 per annum : limited, &c.; to expire June 30, 1858.
- Lexington from Le Sueur, 12 miles, and back, once a week.
Service authorized November 13, 1856, at \$80 per annum : limited, &c.; to expire June 30, 1858.
- Young America from Carver, — miles, and back, once a week.
Service authorized November 13, 1856, at \$40 per annum : limited, &c.; to expire June 30, 1858.
- Liberty from Mankato, 21 miles, once a week.
Service authorized November 22, 1856, at \$100 per annum : limited, &c.; to expire June 30, 1858.
- Cedar Creek from St. Paul, 45 miles, once a week.
Service authorized November 25, 1857, at \$225 per annum : limited, &c.; to expire June 30, 1858.
- Crystal Lake, 5 miles, and back, — a week.
Service authorized June 3, 1857, at \$40 per annum : limited, &c.; to expire June 30, 1858.
- Beaver from Mineska, 8 miles, and back, — a week.
Service authorized May 11, 1857, at \$50 per annum : limited, &c.; to expire June 30, 1858.

- Marysville from Neenah, 10 miles, and back, — a week.
Service authorized May 25, 1857, at \$60 per annum : limited, &c.; to expire June 30, 1858.
- Keahghah from Crow Wing, 70 miles, and back, — a week.
Service authorized May 18, 1857, at \$175 per annum : limited, &c.; to expire June 30, 1858.
- Farmersville from Winona, 12 miles, and back, — a week.
Service authorized June 16, 1857, at \$60 per annum : limited, &c.; to expire June 30, 1858.
- Mazeppa from Poplar Grove, 10 miles, and back, once a week.
Service authorized July 10, 1856, at \$60 per annum : limited, &c.; to expire June 30, 1858.
- Lewiston from Hampton, 8 miles, and back, once a week.
Service authorized July 29, 1856, at \$44 per annum : limited, &c.; to expire June 30, 1858.
- Maple Plain from Minneapolis, 28 miles, and back, once a week.
Service authorized July 29, 1856, at \$100 per annum : limited, &c.; to expire June 30, 1858.
- Hamilton from Yucatan, 4 miles, and back, once a week.
Service authorized July 29, 1856, at \$24 per annum : limited, &c.; to expire June 30, 1858.
- Morristown from Faribault, 9 miles, and back, once a week.
Service authorized July 29, 1856, at \$48 per annum : limited, &c.; to expire June 30, 1858.
- St. Mary's from Swavesey, 16 miles, and back, once a week.
Service authorized July 29, 1856, at \$80 per annum : limited, &c.; to expire June 30, 1858.
- Greenville from Winona, 20 miles, and back, once a week.
Service authorized July 29, 1856, at \$100 per annum : limited, &c.; to expire June 30, 1858.
- Hutchenson from Minneapolis, 70 miles, and back, — a week.
Service authorized July 29, 1856, at \$100 per annum : limited, &c.; to expire June 30, 1858.
- Marion from Springfield, 6 miles, and back, once a week.
Service authorized April 11, 1857, at \$36 per annum : limited, &c.; to expire June 30, 1858.
- Hassan Rapids from Dayton, 13 miles, and back, once a week.
Service authorized March 26, 1857, at \$64 per annum : limited, &c.; to expire June 30, 1858.
- Winnebago City from Mankato, 25 miles, and back, once a week.
Service authorized March 26, 1857, at \$124 per annum : limited, &c.; to expire June 30, 1858.
- Farmer's Grove from Chatfield, 5 miles, and back, once a week.
Service authorized April 11, 1857, at \$30 per annum : limited, &c.; to expire June 30, 1858.
- Marshan from Hastings, 7 miles, and back, — a week.
Service authorized June 27, 1857, at \$48 per annum : limited, &c.; to expire June 30, 1858.

STATE OF TEXAS.

ROUTE No. 7856.

- From Galveston to Swartwout, 145 miles, and back, once a week.
Contract transferred to Leverett Sherman by Lucy Wiggins, dated May 20, 1857, at \$990 per annum : to commence April 1, 1857, and expire June 30, 1858.
Leave Galveston every Tuesday at 11 a. m.; arrive at Swartwout every Thursday by 8 p. m.
Leave Swartwout every Friday at 8 a. m.; arrive at Galveston every Sunday by 6 p. m.

ROUTE No. 7868.

From Richmond to Wharton, 36 miles, and back, three times a week.

Contract transferred to John Duffy by J. W. Brashear, dated May 28, 1857, at \$1,069 per annum : to commence July 1, 1857, and expire June 30, 1858.

ROUTE No. 7871.

From Washington to Cold Spring, 80 miles, and back, once a week.

Contract transferred to Luke Lord by Alfred W. Morris, dated May 28, 1857, at \$975 per annum : to commence April 1, 1857, and expire June 30, 1858.

Leave Washington every Monday at 6 a. m.; arrive at Cold Spring next day by 12 m.

Leave Cold Spring every Tuesday at 1 p. m.; arrive at Washington next day by 7 p. m.

ROUTE No. 7879.

From Anderson to Crockett, 97 miles, and back, once a week.

Contract transferred to W. W. Byers by John Gauny, dated April 25, 1857, at \$696 per annum : to commence October 1, 1857, and expire June 30, 1858.

Leave Anderson every Monday at 1 p. m.; arrive at Crockett every Wednesday by 6 p. m.

Leave Crockett every Thursday at 6 a. m.; arrive at Anderson every Saturday by 12 m.

ROUTE No. 8020.

From Tyler to Tarrant, 80 miles, and back, once a week.

Contract transferred to James M. Rush by Thomas McLaughlin, dated May 20, 1857, at \$450 per annum : to commence April 1, 1857, and expire June 30, 1858.

Leave Tyler every Monday at 6 a. m.; arrive at Tarrant every Wednesday by 5 p. m.

Leave Tarrant every Thursday at 6 a. m.; arrive at Tyler every Saturday by 5 p. m.

ROUTE No. 8066.

From Gonzales to Lagrange, 60 miles, and back, once a week.

Contract transferred to John B. Perry by John Goss, dated May 28, 1857, at \$450 per annum : to commence April 1, 1857, and expire June 30, 1858.

Leave Gonzales Monday at 6 a. m.; arrive at Lagrange next day by 12 m.

Leave Lagrange Tuesday at 1 p. m.; arrive at Gonzales next day by 7 p. m.

ROUTE No. 8073.

From Waco Village to Meridian, 50 miles, and back, once a week.

Contract transferred to James L. L. McCall by A. B. Gibson, dated May 28, 1857, at \$345 per annum : to commence April 1, 1857, and expire June 30, 1858.

Leave Waco Village Monday at 6 a. m.; arrive at Meridian same day by 9 p. m.

Leave Meridian Tuesday at 6 a. m.; arrive at Waco Village same day by 9 p. m.

ROUTE No. 8017.

From Port Lavaca to Texana, 27 miles, and back, once a week.

Contract made with G. Romolo, dated October 16, 1856, at \$270 per annum : commenced service November 1, 1856; to expire June 30, 1858.

Leave Port Lavaca every Monday at 10 a. m.; arrive at Texana next day by 10 a. m.

Leave Texana Wednesday at 10 a. m.; arrive at Port Lavaca next day by 12 m.

ROUTE No. 8074.

From Harrisburg to Richmond, 32 miles, and back, four times a week.

Contract ordered with the Buffalo Bayou and Brazos and Colorado Railroad Company, dated July 17, 1856, at \$1,372 per annum.

(Contract not executed.)

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 8075.

From Birdville to Weatherford, 35 miles, and back, once a week.

Contract made with W. H. Robinson, dated August 13, 1856, at \$350 per annum: commenced service November 29, 1856; to expire June 30, 1858.

Leave Birdville Saturday at 7 a. m.; arrive at Weatherford same day by 5 p. m.

Leave Weatherford Friday at 7 a. m.; arrive at Birdville same day by 5 p. m.

ROUTE No. 8076.

From San Antonio, Texas, to San Diego, California 1,500 miles, and back, once a month.

Bidders' names.	Sum per annum.
Almanzon Huston	\$554,000, once a month, four-horse covered coach or mail wagons; or 999,000, once a week after first year, four-horse covered coaches or mail wagons.
Wm. B. Jacques & Co.....	275,000, once a week, ^{ooo} , by same conveyance as proposed under act of 31st March. No guaranty or certificate. 128,200, four-horse covered carriage, accompanied by armed escort, for one year or longer.
G. H. Giddings	100,000, monthly, four-horse or mule coach; or 350,000, weekly, four-horse or mule coach; or 75,000, commence at El Paso, and increase speed on No. 12900 so as to make 30 days' schedule from San Antonio to San Diego; or 105,000, once a month; start from each end in middle of each month, making, with 12900, twice a month to El Paso.
Wm. B. Jacques & Co.....	97,247, four-horse covered carriage, with armed escort.
F. P. Sawyer	97,000, four-horse wagon or coaches; or 185,000, semi-monthly, in 25 days; or 275,000, once a week, in 20 days. If either be accepted, will supply Santa Fé for \$8,000.
Preston Roberts, jr., and William Stewart.	80,000, six-horse wagons; or 150,000, twice a month; or 300,000, once a week; or 19,994, San Antonio to El Paso once a month. 74,440, San Antonio to El Paso once a week. 60,000, El Paso to San Diego once a month. 235,000, El Paso to San Diego once a week.
N. P. Cook	74,900; or 60,000, from Franklin to San Diego once a month, and <i>pro rata</i> for weekly.

N. P. Cook having transferred all interest in his bid to James E. Burch, contract made with the said Burch from July 1, 1857, at \$149,800 per annum, for semi-monthly service: to commence July 1, 1857, and expire June 30, 1861.

Leave San Antonio on the 9th and 24th of each month at 6 a. m.; arrive at San Diego in 30 days.

Leave San Diego on the 9th and 24th of each month at 6 a. m.; arrive at San Antonio in 30 days.

ROUTE No. 8077.

From Austin to Sisterdale, 76 miles, and back, once a week.

Bidders' names.	Sum per annum.
Neil Robinson	\$1,200. Guaranty informal.
John T. Pruitt	1,000.
Ernest Praven	850. ^{ooo} .
Dennis Walsh	800.
William Sattler	700.
J. R. Brantly	589.
James Harrington	500. ^{ooo} . Accepted April 25, 1857.

Contract made with James Harrington, dated April 25, 1857, at \$500 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Austin Monday at 6 a. m.; arrive at Sisterdale next day by 7 p. m.

Leave Sisterdale Wednesday at 6 a. m.; arrive at Austin next day by 7 p. m.

ROUTE No. 8078.

From Wheelock to Springfield, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
David Rice	\$2,500, two-horse coach, or four if necessary.
Belvedere Brooks	800. <i>Accepted April 25, 1857.</i>

Contract made with Belvedere Brooks, dated April 25, 1857, at \$800 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Wheelock Monday at 8 a. m.; arrive at Springfield next day by 4 p. m.

Leave Springfield Wednesday at 8 a. m.; arrive at Wheelock next day by 4 p. m.

ROUTE No. 8079.

From Liberty to Crockett, 120 miles, and back, once a week, in four-horse coaches.

Bidders' names.	Sum per annum.
F. P. Sawyer	\$5,000, four-horse coaches. 14,000, twice a week, four-horse coaches to Livingston, two-horse coaches residue; and extend from Liberty to Galveston, twice a week, in steamboats; one guaranty.
<i>After time.</i>	
F. P. Sawyer	10,000, steamboats from Liberty to Galveston; four-horse coaches from Liberty to Livingston; two-horse coaches residue of the route; once a week from 1st July to 1st October, and twice a week residue of the year. <i>Accepted April 25, 1857.</i>
George W. Grant.....	5,400, four-horse coaches. (Received April 25, 1857.)

Schedule from July 1 to October 1, once a week:

Leave Galveston Tuesday at 2 p. m.; arrive at Liberty same day by 11 p. m.

Leave Liberty Wednesday at 6 a. m.; arrive at Crockett Friday by 6 p. m.

Leave Crockett Sunday at 6 a. m.; arrive at Liberty Tuesday by 6 p. m.

Leave Liberty Wednesday at 3 p. m.; arrive at Galveston Thursday by 8 a. m.

Schedule from October 1 to July 1, twice a week:

Leave Galveston Tuesday and Saturday at 2 p. m.; arrive at Liberty same day by 11 p. m.

Leave Liberty Wednesday and Sunday at 6 a. m.; arrive at Crockett Thursday and Monday by 10 p. m.

Leave Crockett Tuesday and Saturday at 3 a. m.; arrive at Liberty Wednesday and Sunday at 3 p. m.

Leave Liberty Wednesday and Thursday at 3½ p. m.; arrive at Galveston Thursday and Friday by 9 a. m.

Contract made with F. P. Sawyer, dated April 25, 1857, at \$10,000 per annum: to commence July 1, 1857, and expire June 30, 1858.

ROUTE No. 8080.

From Eutaw to Springfield, 30 miles, and back, twice a week.

Bidders' names.	Sum per annum.
David Rice	\$2,500, two-horse coach.
Belvedere Brooks	1,200.
Micajah Bateman, (after time) ..	698. (Received April 11, 1857.)
(Not let.)	

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 8081.

From Watt to Colville, 80 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert A. Burney & Calvin J. Fuller	\$840, certificate by assistant postmaster.
	840, certificate by assistant postmaster.
(Not let.)	

ROUTE No. 8082.

From Jefferson to Clarksville, 100 miles, and back, twice a week.

Bidder's name.	Sum per annum.
R. W. Neamith	\$3,000, two-horse coach.
	3,000, two-horse coach.
Calvin J. Fuller, (after time) ---	1,750. (Received April 17, 1857.)
	2,800. (Received April 17, 1857.)
(Not let.)	

ROUTE No. 8083.

From Dallas to Fort Belknap, 145 miles, and back, once a week.

Bidders' names.	Sum per annum.
James P. Duncan	\$3,000 00, two-horse coach to Weatherford, horse residue; or
	4,800 00, two-horse coach, twice a week to Weatherford, horse residue, by schedule proposed.
	Guaranty informal, certified by J. P.
James H. Swindells	2,000 00.
Robert A. Burney & Calvin J. Fuller	1,700 00; or (Accepted April 25, 1857.)
	2,600 00, twice a week; certified by assistant postmaster. (Duplicate bid.)
<i>After time.</i>	
William H. Chilton	2,500 00. (Received April 13, 1857.)
Haynes, White & Henry	2,250 00. (Received April 10, 1857.)—(See 8090.)
Hugh Harper	1,993 75. (Received April 11, 1857.)

Contract made with Robert A. Burney and Calvin J. Fuller, dated April 25, 1857, at \$1,700 per annum: to commence July 1, 1857, and expire June 30, 1858.
 Leave Dallas Monday at 5 a. m.; arrive at Fort Belknap Wednesday by 10 p. m.
 Leave Fort Belknap Thursday at 5 a. m.; arrive at Dallas Saturday by 10 p. m.

ROUTE No. 8084.

From Paris to Kaufman, 100 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Chisam	\$1,000.
Robert A. Burney & Calvin J. Fuller	994, certified by assistant postmaster, (and duplicate bid.)
Thomas N. Aaron, (after time) .	798. (Received April 23, 1857.)
(Not let.)	

ROUTE No. 8085.

From Austin to Dallas, 125 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Harrington	\$1,200. 000.
H. W. Branch	700, route changed to end at Kaufman.
David M. Thompson, (after time)	999.
(Not let.)	

CONTRACTS FOR CARRYING THE MAILS.

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ROUTE No. 8086.

From Crockett to Kaufman, 125 miles, and back, once a week.

Bidder's name.	Sum per annum.
Jesse Ponder	\$1,293.
(Not let.)	

ROUTE No. 8087.

From Kaufman to Bonham, 125 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert A. Burney & Calvin J. Fuller	\$1,990; or 990, if six days are allowed for the trip; certified by assistant postmaster. (Duplicate bid.)
David H. Parsons	595. (Rec'd April 11, 1857.) Accepted April 25, 1857.

Contract made with David H. Parsons, dated April 25, 1857, at \$595 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Kaufman Monday at 6 a. m.; arrive at Bonham next day by 10 p. m.

Leave Bonham Wednesday at 6 a. m.; arrive at Kaufman next day by 10 p. m.

ROUTE No. 8088.

From Tyler to Waxahachie, 80 miles, and back, three times a week, in two-horse coaches.

Bidders' names.	Sum per annum.
Thos. C. Griffin & F. M. Hays ...	\$1,495,000; no guaranty or certificate.
John M. Holkersmith	1,200, once a week; states distance as 130 miles.
(Not let.)	

ROUTE No. 8089.

From Birdville to Fort Belknap, 110 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert A. Burney & Calvin J. Fuller	\$1,460, certified by assistant postmaster. (Duplicate.)
<i>After time.</i>	
William H. Chilton	1,800. (Received April 15, 1857.)
Haynes, White & Henry	1,650. (Received April 10, 1857.)
(Not let.)	

ROUTE No. 8090.

From Alton to Weatherford, 79 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert A. Burney & Calvin J. Fuller	\$840, certified by assistant postmaster.
James T. Duncan	800. (See guaranty, certified by J. P.)
<i>After time.</i>	
Haynes, White & Henry	1,200. (Received April 10, 1857.)
Stephen A. Venters	700. (Rec'd April 10, 1857.) Accepted April 25, 1857.

Contract made with Stephen A. Venters, dated April 25, 1857, at \$700 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Alton Monday at 6 a. m.; arrive at Weatherford next day by 8 p. m.

Leave Weatherford Wednesday at 6 a. m.; arrive at Alton next day by 8 p. m.

ROUTE No. 8091.

From McKinney to Birdville, 60 miles, and back, once a week.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
Austin Jones.....	\$800.
Robert A. Burney & Calvin J. Fuller.....	740, certified by assistant postmaster. (Duplicate.)
<i>After time.</i>	
Haynes, White & Henry.....	875. (Received April 10, 1857.)
William H. Chilton.....	775. (Received April 15, 1857.)
James T. Morehead.....	750, omitting Alton. (Received April 14, 1857.)
(Not let.)	

ROUTE No. 8092.

From Alto to Tyler, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
George W. Pearson and Z. H. Cannon.	\$2,800, two-horse hacks.
J. E. Mayfield and Hezekiah Johnson.	1,495, two-horse hacks; say they prefer coach bid to horse bid, and give reasons. (See duplicate.)
Hezekiah Johnson and J. E. Mayfield.	999.
Austin Jones.....	800, two-horse coach.
John M. Holkersmith.....	648, reverse schedule.
Jesse Ponder.....	597.
Margaret T. Douglas.....	494.
James M. Rush.....	449.
Benjamin Wheeler.....	399.
(Not let.)	

ROUTE No. 8093.

From Camden to Tyler, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
John M. Holkersmith.....	\$648, reverse schedule desired.
Griffin & Hoyes.....	649.
James M. Rush.....	499.
Margaret T. Douglas.....	444.
Benjamin Wheeler.....	398. <i>Accepted April 25, 1857.</i>
Bennett Boggess, (after time)...	600. (Received April 6, 1857.)

Contract made with Benjamin Wheeler, dated April 25, 1857, at \$398 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Camden Monday at 8 a. m.; arrive at Tyler next day by 10 a. m.

Leave Tyler Tuesday at 1 p. m.; arrive at Camden next day by 3 p. m.

ROUTE No. 8094.

From New Braunfels to Fredericksburg, 75 miles, and back, once a week.

Bidders' names.	Sum per annum.
G. H. Giddings.....	\$2,000.
Neil Robinson.....	1,200. Guaranty informal.
Lewis Keeler.....	999, ⁰⁰⁰ , horse. (See guaranty.)
Joseph Landa.....	850; or
	1,800, two-horse coach.
W. T. Schuchardt.....	850, ⁰⁰⁰ ; only one guaranty; certified by postmaster not able to make good the guaranty.
Conrad Pape.....	750.
Jos. Mann.....	700.
	800.
	900.
William Sattler.....	700.
Jos. Mann.....	695.
	797. ⁰⁰⁰ .
	896, two-horse coach.
Herman Corning.....	600.
	1,000, two-horse stage; (duplicate.)
J. R. Brantly.....	580. <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

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Contract made with J. R. Brantly, dated April 25, 1857, at \$580 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave New Braunfels Monday at 6 a. m.; arrive at Fredericksburg next day by 6 p. m.

Leave Fredericksburg Wednesday at 6 a. m.; arrive at New Braunfels next day by 6 p. m.

ROUTE No. 8095.

From Chaffeville to Quitman, — miles, and back, once a week.

Bidders' names.	Sum per annum.
John Black.....	\$999.
Jesse Ponder.....	845.
Benjamin F. Parks.....	595. Guaranty informal.
(Not let.)	

ROUTE No. 8096.

From Palestine to Alto Springs, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jos. F. Palmer and Rich'd Waterhouse, jr.	\$750.
Micajah Bateman, (after time)...	698. (Received April 11, '57.) <i>Accepted April 25, '57.</i>

Contract made with Micajah Bateman, dated April 25, 1857, at \$698 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Palestine Monday at 7 a. m.; arrive at Alto Springs next day by 6 p. m.

Leave Alto Springs Wednesday at 7 a. m.; arrive at Palestine next day by 6 p. m.

ROUTE No. 8097.

From Henderson to Carthage, 54 miles, and back, once a week.

Bidder's name.	Sum per annum.
Bennett Boggess, (after time)...	\$500. (Received April 6, 1857.)
(Not let.)	

ROUTE No. 8098.

From Linwood to Mogallia Prairie, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. E. Mayfield and Hezekiah Johnson.	\$800, schedule proposed, and distance stated at 40 miles.
Austin Jones.....	500, schedule proposed, and distance given.
(Not let.)	

ROUTE No. 8099.

From Anderson to Fairfield, 100 miles, and back, once a week.

Bidders' names.	Sum per annum.
Micajah Bateman.....	\$1,800, two-horse hack ; reverse schedule.
J. B. Vallandingham, (after time)	1,750? (Received April 3, 1857.)
(Not let.)	

ROUTE No. 8100.

From Bonham to McKinney, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. M. Holkersmith.....	\$688.
Robert A. Burney and Calvin J. Fuller.	374, once a week ; certified by assistant postmaster. (Duplicate.)
	474, twice a week.
	550, three times a week.
(Not let.)	

ROUTE No. 8101.

From Springfield to Birdville, 125 miles, and back, once a week.

Bidders' names.	Sum per annum.
William L. Booth.....	\$1,800. No guaranty.
James L. L. McCall.....	1,475.
(After time.)	
William H. Chilton.....	2,000. (Received April 15, 1857.)
J. B. Vallandigham.....	1,449. (Received April 3, 1857.)
William H. Bennett.....	1,475. (Received April 3, 1857.)
G. W. Johnson.....	1,750. (Received April 3, 1857.)
Haynes, White & Henry.....	1,750. (Received April 10, 1857.)
Micajah Bateman.....	999. (Received April 11, 1857.)

(Not let.)

ROUTE No. 8102.

From Crockett to Nacogdoches, 57 miles, and back, once a week.

Bidder's name.	Sum per annum.
William Clark.....	\$600, reverse schedule desired. <i>Accepted April 25, 1857.</i>

Contract made with William Clark, dated April 25, 1857, at \$600 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Crockett Tuesday at 1 p. m.; arrive at Nacogdoches next day by 6 p. m.

Leave Nacogdoches Monday at 7 a. m.; arrive at Crockett next day by 12 m.

ROUTE No. 8103.

From Clarksville to Quitman, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
John M. Holkersmith.....	\$688.
Margaret T. Douglas.....	644. <i>Accepted April 25, 1857.</i>
Wm. B. Stout, (after time).....	770. (Received April 11, 1857.)

Contract made with Margaret T. Douglas, dated April 25, 1857, at \$644 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Clarksville Monday at 8 a. m.; arrive at Quitman next day by 6 a. m.

Leave Quitman Wednesday at 8 a. m.; arrive at Clarksville next day by 6 a. m.

ROUTE No. 8104.

From Henderson to Palestine, 70 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Murphy Vaughan & John Smith.	\$1,449.
	1,594, two-horse coach.
James M. Rush.....	1,300.
Jacob W. Moore.....	1,200. <i>Accepted April 25, 1857.</i>
(After time.)	
Bennett Boggeas.....	1,700.
David B. Rankin.....	1,200, schedule proposed. No guaranty.

Contract made with Jacob W. Moore, dated April 25, 1857, at \$1,200 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Henderson Thursday and Monday at 6 a. m.; arrive at Palestine next days by 6 p. m.

Leave Palestine Thursday and Monday at 6 a. m.; arrive at Henderson next days by 6 p. m.

ROUTE No. 8105.

From Austin to Fredericksburg, 90 miles, and back, once a week.

Bidders' names.	Sum per annum.
G. H. Giddings.....	\$3,000, horse, or two-horse hack if necessary.
John T. Pruitt.....	980.
Ernest Praven.....	925. 000.
Grandison Rubry.....	830.
Dennis Walsh.....	800.
Wm. Sattler.....	750.
James Harrington.....	650, 000; schedule changed.
H. W. Branch.....	640. <i>Accepted April 25, 1857.</i>
Frank V. Stricken, (after time).	1,500, with route 8124; or 2,000 two-horse coach from Austin to Fredericksburg, and horse from Fredericksburg to San Salla. (Received April 11, 1857.)

Contract made with H. W. Branch, dated April 25, 1857, at \$640 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Austin Monday at 7 a. m.; arrive at Fredericksburg Wednesday by 7 p. m.

Leave Fredericksburg Thursday at 7 a. m.; arrive at Austin Saturday by 7 p. m.

ROUTE No. 8106.

From Tarrant to Jernigan, — miles, and back, — a week.

(Not let; no bidders.)

ROUTE No. 8107.

From Austin to Waco Village, 100 miles, and back, once a week.

Bidders' names.	Sum per annum.
James L. L. McCall.....	\$1,375.
James O'Reilly.....	995.
H. W. Branch.....	751. <i>Accepted April 25, 1857.</i>
G. W. Johnson, (after time)....	1,750. (Received April 3, 1857.)

Contract made with H. W. Branch, dated April 25, 1857, at \$751 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Austin Monday at 7 a. m.; arrive at Waco Village Wednesday by 6 p. m.

Leave Waco Village Thursday at 7 a. m.; arrive at Austin Saturday by 6 p. m.

ROUTE No. 8108.

From Jasper to Jonesville, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph F. Palmer & Francis H. Dixon.	\$1,400, 000; schedule proposed; distance 87 miles.

(Not let.)

ROUTE No. 8109.

From La Grange to Richmond, 95 miles, and back, three times a week.

Bidders' names.	Sum per annum.
F. P. Sawyer.....	\$7,000, four-horse coach. 4,600, omit intermediate offices and run by Columbus. 5,000, three times a week, and omit intermediate offices and run by Columbus. <i>Accepted April 25, 1857.</i> 7,500, three times a week; extend to Austin, on al- ternate days, on 7860.
H. W. Branch.....	4,899, three times a week, four horses, <i>via</i> Columbus.
Phillip J. Shover.....	1,900.

Contract made with F. P. Sawyer, dated April 25, 1857, at \$5,000 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave La Grange Sunday, Tuesday, and Friday, at 7 a. m.; arrive at Richmond next day by 11 a. m.

Leave Richmond Sunday, Wednesday, and Friday, at 2 p. m.; arrive at La Grange next day by 3 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 8110.

From Coffeerville to Quitman, 54 miles, and back, once a week.

Bidder's name.	Sum per annum.
Margaret T. Douglas.....	\$493. <i>Accepted April 25, 1857.</i>

Contract made with Margaret T. Douglas, dated April 25, 1857, at \$493 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Coffeerville Thursday at 7 a. m.; arrive at Quitman next day by 12 m.

Leave Quitman Friday at 2 p. m.; arrive at Coffeerville next day by 7 p. m.

ROUTE No. 8111.

From Austin to Hamilton, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
John T. Truitt.....	\$1,050. One guarantor.
Dennis Walsh.....	650.
James Harrington.....	450, ⁰⁰⁰ , schedule changed.
J. R. Brantly.....	380. <i>Accepted April 25, 1857.</i>
(<i>After time.</i>)	
W. O. Burns.....	890.
	990, two horses and buggy; or
	1,200, two-horse coach. (<i>Received April 15, 1857.</i>)

Contract made with J. R. Brantly, dated April 25, 1857, at \$380: to commence July 1, 1857, and expire June 30, 1858.

Leave Austin Monday at 8 a. m.; arrive at Hamilton Burnet C. H. next day by 12 m.

Leave Hamilton Burnet C. H. Tuesday at 2 p. m.; arrive at Austin next day by 6 p. m.

ROUTE No. 8112.

From Nacogdoches to Carthage, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jos. F. Palmer & Rich'd Waterhouse, jr.	\$750.
William Clark.....	575.
(Not let.)	

ROUTE No. 8113.

From Austin to Gatesville, 75 miles, and back, once a week.

Bidders' names.	Sum per annum.
Dennis Walsh.....	\$750.
J. R. Brantly.....	449.
(Not let.)	

ROUTE No. 8114.

From Fort Belknap to Preston, 175 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. A. Burney & Calvin J. Fuller.	\$2,000. Certified by Assistant Postmaster. (Duplicate.)
J. H. Mounts, (after time).....	2,450.
(Not let.)	

ROUTE No. 8115.

From Burnet to Austin, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
F. P. Sawyer.....	\$800. One guarantor; to include 8123.
James Harrington.....	800, two-horse hack.
Dennis Walsh.....	575.
James Harrington.....	450. ⁰⁰⁰ . <i>Accepted April 25, 1857.</i>

CONTRACTS FOR CARRYING THE MAILS.

489

Contract made with James Harrington, dated April 25, 1857, at \$450 per annum : to commence July 1, 1857, and expire June 30, 1858.

Leave Burnet Monday at 6 a. m.; arrive at Austin next day by 10 a. m.

Leave Austin Tuesday at 1 p. m.; arrive at Burnet next day by 5 p. m.

ROUTE No. 8116.

From Sabine City to San Augustine, 200 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph F. Palmer & Richard Waterhouse, jr.	\$4,700, two-horse hacks; schedule proposed.
George W. Grant, (after time)...	1,950, horse; 000 schedule proposed.
(Not let.)	3,400.

ROUTE No. 8117.

From Benleson to Gatesville, 30 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 8118.

From San Augustine to Marshall, 90 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jos. F. Palmer & Richard Waterhouse, jr.	\$1,750, two-horse hacks.
(Not let.)	795.

ROUTE No. 8119.

From Huntsville to Waxahatchie, 166 miles, and back, twice a week.

Bidders' names.	Sum per annum.
F. P. Sawyer.....	\$9,000, two-horse hack; one guarantor.
Henry D. Patrick.....	7,488, two-horse hack.
Thos. B. Thurman & David McD. Barkly.	5,750, two-horse coach, 000; schedule proposed, in part.
John P. Border.....	4,750, two-horse coach, 000; schedule proposed, in part. Accepted April 25, 1857.
(After time.)	
George W. Grant.....	7,200, two-horse coach; schedule proposed.
	800 additional for three times a week; or for same sum, if required by Postmaster General.
	(Received April 21, 1857.)

Contract made with John P. Border, dated April 25, 1857, at \$4,750 per annum : to commence July 1, 1857, and expire June 30, 1858.

ROUTE No. 8120.

From Anderson to Fairfield, 110 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hesekiah Johnson & J. E. Mayfield.	\$995.
Lucius Loving.....	650.
Austin Jones.....	600.
Micajah Bateman, (after time)...	820. Distance 110 miles. (Received April 11, 1857.)
(Not let.)	

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 8121.

From Alto to Sumpter, 65 miles, and back, once a week.

Bidder's name.	Sum per annum.
J. Shook.....	\$700. (Received June 22, 1857.)
(Not let.)	

ROUTE No. 8122.

From Cedar City to Santa Clara, — miles, and back, once a week.
(No bidders; not let.)

ROUTE No. 8123.

From Liberty Hill to Lampasas, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Harrington	\$400, two-horse hack.
Dennis Walsh.....	400.
James Harrington	225. 000.
James Tipton	170. Reverse schedule. <i>Accepted April 25, 1857.</i>
G. W. Johnson, (after time)....	600. (Received April 3, 1857.)

Contract made with James Tipton, dated April 25, 1857, at \$170 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Liberty Hill Tuesday at 8 a. m.; arrive at Lampasas by 6 p. m.

Leave Lampasas Monday at 8 a. m.; arrive at Liberty Hill by 6 p. m.

ROUTE No. 8124.

From Fredericksburg to San Saba City, 72 miles, and back, twice a week.

Bidders' names.	Sum per annum.
G. H. Giddings.....	\$2,000.
H. W. Branch.....	540. No certificate.
James Harrington	500. 000. Schedule changed. <i>Accepted April 25, 1857.</i>

(After time.)

Frank V. D. Stricken.....	1,500, with route 8105; or 2,000, two-horse coach from Austin to Fredericksburg, and horse to San Saba City. (Received April 5, 1857.)
Nathaniel Burdow.....	790. (Received April 11, 1857.)

Contract made with James Harrington, dated April 25, 1857, at \$500 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Fredericksburg Saturday at 6 a. m.; arrive at San Saba City next day by 6 p. m.

Leave San Saba City Monday at 6 a. m.; arrive at Fredericksburg next day by 6 p. m.

ROUTE No. 8125.

From Alton to Decatur C. H., 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert A. Burney & Calvin J. Fuller.	\$370. Certificate by assistant postmaster. (Duplicate.) <i>Accepted April 25, 1857.</i>

(After time.)

Theodore Specht.....	790. (Received April 11, 1857.)
Frank V. D. Stricken.....	1,500, with route 8105; or 2,000, for two-horse coach.

Contract made with Robert A. Burney & Calvin J. Fuller, dated April 25, 1857, at \$370 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Alton Monday at 7 a. m.; arrive at Decatur C. H. same day by 5 p. m.

Leave Decatur C. H. Tuesday at 7 a. m.; arrive at Alton same day 5 p. m.

ROUTE No. 8126.

From Yorktown to Pana Maria, 25 miles, and back, once a week.

Bidder's name.	Sum per annum.
J. R. Brantly	\$240. <i>Accepted April 25, 1857.</i>

Contract made with J. R. Brantly, dated April 25, 1857, at \$240 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Yorktown Monday at 8 a. m.; arrive at Pana Maria same day by 5 p. m.

Leave Pana Maria Tuesday at 8 a. m.; arrive at Yorktown same day by 5 p. m.

ROUTE No. 8127.

From Nacogdoches to Waco, 180 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Smith & Murphy Vaughan.	\$5,924, four-horse coach. <i>Accepted April 25, 1857.</i>
S. P. Sawyer.....	17,000, four-horse coach.
John Smith & Murphy Vaughan.	3,995, two-horse coach.

Contract made with John Smith & Murphy Vaughan, dated April 25, 1857, at \$5,924 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Nacogdoches Monday, Wednesday, and Friday, at 6 a. m.; arrive at Waco 4th day by 6 a. m.

Leave Waco Monday, Wednesday, and Friday, at 6 a. m.; arrive at Nacogdoches 4th day by 6 a. m.

ROUTE No. 8128.

From Meridian to Stephenville, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
James L. L. McCall.....	\$475. Schedule changed.
James Harrington	400. <i>Accepted April 25, 1857.</i>

(After time.)

G. W. Johnson.....	750. (Received April 3, 1857.)
Mayberry & Bailey.....	500. (Received April 10, 1857.)

Contract made with James Harrington, dated April 25, 1857, at \$400 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Meridian Monday at 5 a. m.; arrive at Stephenville same day by 8 p. m.

Leave Stephenville Tuesday at 5 a. m.; arrive at Meridian same day by 8 p. m.

ROUTE No. 8129.

From Alton to Howell, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert A. Burney & Calvin J. Fuller.	\$390. Certificate by assistant postmaster. (Duplicate.) <i>Accepted April 25, 1857.</i>

(After time.)

Haynes, White & Henry.....	450. (Received April 10, 1857.)
Christopher C. Daugherty.....	340. 000. (Received April 11, 1857.)

Contract made with Robert A. Burney & Calvin J. Fuller, dated April 25, 1857, at \$390 per annum: to commence July 1, 1857, and expire June 30, 1858.

Leave Alton Monday at 7 a. m.; arrive at Howell same day by 5 p. m.

Leave Howell Tuesday at 7 a. m.; arrive at Alton same day by 5 p. m.

ROUTE No. 8130.

From Richmond to Gonzales, 140 miles, and back, three times a week.

Bidders' names.	Sum per annum.
B. A. Risher	\$8,000, four-horse coach. 3,400, four-horse coach; commence at Columbus.

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names.	Sum per annum.
B. A. Risher.....	2,800, two-horse coach, and four when necessary. <i>Accepted April 25, 1857.</i>
	1,900, ⁰⁰⁰ , schedule to be arranged in connexion with route from Gonzales to San Antonio and Austin; same speed as advertised schedule.
B. F. Ficklin	8,000, four-horse coach.
A. G. Moulton	5,700, four-horse coach.
Jesse Lacy.....	3,800, four-horse post-coaches.
B. F. Ficklin	3,400, four-horse coach; commence at Columbus.
Noah Bonds	2,000, four-horse coach, ⁰⁰⁰ ; end at Columbus.
	2,900, four-horse coach, ⁰⁰⁰ ; commence at Colum- bus.
	2,900, four-horse coach, ⁰⁰⁰ ; commence at Colum- bus and run by Hallettsville, Sweet Home, and China Grove.
B. F. Ficklin, (after time).....	2,400, commence at Columbus. (Received April 2, 1857.) Guaranty signed by postmaster.

Contract made with B. A. Risher, dated April 25, 1857, at \$2,800 per annum: to com-
mence July 1, 1857, and expire June 30, 1858.

Leave Columbus Monday, Thursday, and Saturday, at 6 a. m.; arrive at Gonzales third
day by 4 p. m.

Leave Gonzales Monday, Thursday, and Saturday, at 5 p. m.; arrive at Columbus next
day by 3 p. m.

ROUTE No. 8131.

From Weatherford to Belknap, — miles, and back, once a week.

Bidders' names.	Sum per annum.
James P. Duncan.....	\$800. Guaranty informal, certified by justice of the peace.
William Burkett, (after time) ..	1,200.
(Not let.)	

ROUTE No. 8132.

From Berwick Bay to Indianola, 400 miles, and back, 3 times a week.

(No bidders; not let.)

SPECIAL SERVICE FOR TEXAS.

Casseta from Linden, 12½ miles, once a week.

Service authorized August 1, 1856, at \$100 per annum: limited, &c.; to expire June 30,
1858.

Comfort from Sisterdale, 14 miles, and back, once a week.

Service authorized September 18, 1856, at \$100 per annum: limited, &c.; to expire June
30, 1858.

Cora from Gatesville, 50 miles, and back, once a week.

Service authorized May 25, 1857, at \$300 per annum: limited, &c.; to expire June 30,
1858.

Crescent Village from Anokua, 15 miles, and back, once a week.

Service authorized May 25, 1857, at \$100 per annum: limited, &c.; to expire June 30,
1858.

Eutaw from Owensville, 10 miles, and back, once a week.

Service authorized October 23, 1857, at \$50 per annum: limited, &c.; to expire June
30, 1858.

Fort Belknap from Johnson's Station, 10 miles, and back, once a week.

Service authorized September 29, 1856, at \$50 per annum: limited, &c.; to expire June
30, 1858.

Grandview from Milford, 22 miles, and back, once a week.
Service authorized March 25, 1857, at \$100 per annum: limited, &c.; to expire June 30, 1858.

Greenwade's Mills from Waco Village, 30 miles, and back, once a week.
Service authorized July 22, 1856, at \$200 per annum: limited, &c.; to expire June 30, 1858.

Irishtown from Boonville, 12 miles and back, once a week.
Service authorized October 17, 1856, at \$100 per annum: limited, &c.; to expire June 30, 1858.

Jamestown from Tyler, 18 miles, and back, once a week.
Service authorized June 8, 1857, at \$150 per annum: limited, &c.; to expire June 30, 1858.

Myrtle Springs from Boston, 10 miles, and back, once a week.
Service authorized February 27, 1857, at \$50 per annum: limited, &c.; to expire June 30, 1858.

Ogburn from Tyler, 11½ miles, and back, once a week.
Service authorized July 1, 1856, at \$100 per annum: limited, &c.; to expire June 30, 1858.

Oakville from Goliad, 50 miles, and back, once a week.
Service authorized June 3, 1857, at \$400 per annum: limited, &c.; to expire June 30, 1858.

Palo Alto from Gonzales, 16 miles, and back, once a week.
Service authorized October 23, 1856, at \$100 per annum: limited, &c.; to expire June 30, 1858.

Perry from Howard, 10 miles, and back, once a week.
Service authorized October 23, 1856, at \$100 per annum: limited, &c.; to expire June 30, 1858.

Peoria from Hillsboro', 6 miles, and back, once a week.
Service authorized October 23, 1856, at \$60 per annum, limited, &c.; to expire June 30, 1858.

Plantersville from Grimesville, 7 miles, and back, once a week.
Service authorized September 29, 1856, at \$60 per annum: limited, &c.; to expire June 30, 1858.

Parkersville from Magnolia, 4 miles, and back, once a week.
Service authorized May 7, 1857, at \$40 per annum: limited, &c.; to expire June 30, 1858.

Rancho from Gonzales, 25 miles, and back, once a week.
Service authorized September 19, 1856, at \$100 per annum: limited, &c.; to expire June 30, 1858.

Port Graham from Waco Village, 4 miles, and back, once a week.
Service authorized July 22, 1856, at \$40 per annum: limited, &c.; to expire June 30, 1858.

Wardville from Alvarado, 15 miles, and back, once a week.
Service authorized February 13, 1857, at \$75 per annum: limited, &c.; to expire June 30, 1858.

STATE OF ARKANSAS.

ROUTE No. 7537.

From Smithville to Mount Olive, 50 miles, and back, once a week.

Contract transferred to Green R. Jones by M. L. Hobson, dated May 25, 1857, at \$239 per annum: to commence from April 1, 1857, and expire June 30, 1858.

Leave Smithville every Thursday at 6 a. m.; arrive at Mount Olive next day by 12 m.
Leave Mount Olive every Friday at 1 p. m.; arrive at Smithville next day by 6 p. m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 7553.

From Fort Smith to Doaksville, 135 miles, and back, once a week.

Contract transferred to Samuel J. Sorrells by S. D. McDonald & J. P. Smith, dated May 7, 1857, at \$845 per annum : to commence from April 1, 1857, and expire June 30, 1858.

Leave Fort Smith every Tuesday at 6 a. m. ; arrive at Doaksville every Friday by 12 m.

Leave Doaksville every Friday at 2 p. m. ; arrive at Fort Smith every Monday by 6 p. m.

ROUTE No. 7590.

From El Dorado to Farmersville, 38 miles, and back, twice a week.

Contract transferred to John H. Cornish by Ezra M. Owen, dated September 24, 1856, at \$439 per annum : to commence October 1, 1856, and expire June 30, 1858.

Leave El Dorado every Tuesday and Friday at 6 a. m. ; arrive at Farmersville same days by 8 p. m.

Leave Farmersville every Wednesday and Saturday at 6 a. m. ; arrive at El Dorado same days by 8 p. m.

ROUTE No. 7561.

From El Dorado to Minden, 66 miles, and back, once a week.

Contract transferred to Francis Atkisson by Ezra M. Owen, dated October 23, 1856, at \$490 per annum : to commence from October 1, 1856, and expire June 30, 1858.

Leave El Dorado every Tuesday at 6 a. m. ; arrive at Minden next day by 10 p. m.

Leave Minden every Tuesday at 6 a. m. ; arrive at El Dorado next day by 10 p. m.

ROUTE No. 7592.

From Lisbon to Lewisville, 58 miles, and back, twice a week.

Contract transferred to John H. Cornish by Ezra M. Owen, dated September 24, 1856, at \$823 per annum : to commence October 1, 1856, and expire June 30, 1858.

Leave Lisbon every Monday and Friday at 4 a. m. ; arrive at Lewisville next day by 10 p. m.

Leave Lewisville every Wednesday and Sunday at 4 a. m. ; arrive at Lisbon next day by 10 p. m.

ROUTE No. 7620.

From Hillsboro' to Marion, 28 miles, and back, twice a week.

Contractor Ezra M. Owen having abandoned this service, contract made with Lemuel Burnside, dated December 18, 1856, at \$389 per annum : to commence from October 1, 1856, and expire June 30, 1858.

Leave Hillsboro' Tuesday and Saturday at 10 a. m. ; arrive at Marion same days by 6 p. m.

Leave Marion Wednesday and Sunday at 7 a. m. ; arrive at Hillsboro' same days by 3 p. m.

ROUTE No. 7625.

From Batesville to Smithville, 27 miles, and back, once a week.

Contract transferred to Green R. Jones by M. L. Hopson, dated May 25, 1857, at \$264 per annum : to commence from April 1, 1857, and expire June 30, 1858.

Leave Batesville Tuesday at 6 a. m. ; arrive at Smithville same day by 6 p. m.

Leave Smithville Monday at 6 a. m. ; arrive at Batesville same day by 6 p. m.

ROUTE No. 7626.

From Powhattan to Batesville, 44 miles, and back, once a week.

Contract transferred to Green R. Jones by M. L. Hopson, dated May 25, 1857, at \$297 50 per annum : to commence from April 1, 1857, and expire June 30, 1858.

Leave Powhattan Monday at 7 a. m. ; arrive at Batesville next day by 11 a. m.

Leave Batesville Tuesday at 1 p. m. ; arrive at Powhattan next day by 5 p. m.

ROUTE No. 7689.

From Batesville to Evening Shade, 24 miles, and back, once a week.

Contract made with J. W. Shaver, dated February 27, 1857, at \$200 per annum : commenced service April 6, 1857, to expire June 30, 1858.

Leave Batesville Saturday at 5 a. m. ; arrive at Evening Shade same day at 3 p. m.

Leave Evening Shade Friday at 8 a. m. ; arrive at Batesville same day by 6 p. m.

ROUTE No. 7630.

From Wilmington to Homer, 63 miles, and back, once a week.

Contract transferred to J. W. Owen by Ezra M. Owen dated March 25, 1857, at \$434 per annum : to commence from October 1, 1856, and expire June 30, 1858.

Leave Wilmington Monday at 7 a. m. ; arrive at Homer next day by 6 p. m.

Leave Homer Wednesday at 7 a. m. ; arrive at Wilmington next day by 6 p. m.

* Commencing July 1, 1857, to expire June 30, 1858.

From Pocahontas to Poplar Bluff, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
T. J. Mellon.....	\$495.
B. F. Payne.....	495.
W. Tiner.....	480. Informal ; one guaranty.
L. Hanover.....	445. Informal ; one guaranty.
W. Evans.....	445. Accepted April 25, 1857.
(After time.)	
Jacob C. Blount.....	445.

Contract made with W. Evans, dated April 25, 1857, at \$445 per annum.

Leave Pocahontas Monday at 7 a. m. ; arrive at Poplar Bluff next day by 6 p. m.

Leave Poplar Bluff Wednesday at 7 a. m. ; arrive at Pocahontas Thursday by 6 p. m.

ROUTE No. 7699b.

From Pocahontas to Doniphan, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
T. J. Mellon.....	\$275.
B. F. Payne.....	195.
W. Evans.....	190.
W. Tiner.....	180.
L. Hanover.....	169. Accepted April 25, 1857.
(After time.)	
Jackson Reynolds.....	349. No guaranty.

Contract made with L. Hanover, dated April 25, 1857, at \$169 per annum.

Leave Pocahontas Monday at 7 a. m. ; arrive at Doniphan same day at 4 p. m.

Leave Doniphan Tuesday at 7 a. m. ; arrive at Pocahontas same day by 4 p. m.

ROUTE 7699c.

From St. Charles to Brownsville, 66 miles, and back, once a week.

Bidders' names.	Sum per annum.
C. W. Belknap.....	\$795. No guaranty.
J. Barker.....	750.
D. Crockett.....	725. ooo. Accepted April 25, 1857.

Contract made with D. Crockett, dated April 25, 1857, at \$725 per annum.

Leave St. Charles Monday at 6 a. m. ; arrive at Brownsville next day by 10 p. m.

Leave Brownsville Wednesday at 6 a. m. ; arrive at St. Charles next day by 10 p. m.

ROUTE No. 7699d.

From Linden to Jones.

(No bidders: not let.)

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 7699e.

From Danville to Waldron, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
T. J. Mellon	\$500.
R. M. Featherston	440.
J. F. Perry	325.
J. Sullivan	269. <i>Accepted April 25, 1857.</i>

Contract made with J. Sullivan, dated April 25, 1857, at \$269 per annum.
 Leave Danville Monday at 6 a. m. ; arrive at Waldron next day by 12 m.
 Leave Waldron Wednesday at 6 a. m. ; arrive at Danville next day by 12 m.

ROUTE No. 7699f.

From Des Arc to Oakland, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
<i>After time.</i>	
Charles W. Smith	\$580. ***.
Wm. B. Swan	600.

(Not let ; too high.)

ROUTE No. 7699g.

From Chickelah to Roseville, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. M. Gaines, Jr.	\$500.
J. Sullivan	265.
E. Collier	199. <i>Accepted April 25, 1857.</i>
W. J. Weeks, (after time)	415.

Contract made with E. Collier, dated April 25, 1857, at \$199 per annum.
 Leave Chickelah Monday at 6 a. m. ; arrive at Roseville same day by 6 p. m.
 Leave Roseville Tuesday at 6 a. m. ; arrive at Chickelah same day by 6 p. m.

ROUTE No. 7699h.

From Mount Ida to Panther, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. Evans	\$844 00.
G. Whittington	395 00.
Thomas Mills	160 00.
Lauderdale M. Jones	149 99. <i>Accepted April 25, 1857.</i>

Contract made with Lauderdale M. Jones, dated April 25, 1857, at \$149 99 per annum.
 Leave Mount Ida Monday at 6 a. m. ; arrive at Panther next day by 10 p. m.
 Leave Panther Wednesday at 6 a. m. ; arrive at Mount Ida next day by 10 p. m.

ROUTE No. 7699i.

From Des Arc to Cotton Plant, 12 miles, and back, once a week.

Bidder's name.	Sum per annum.
Charles W. Smith, (after time) .	\$400. ***.

(Not let.)

ROUTE No. 7699j.

From Holly Point to Monticello, 50 miles, and back, once a week.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.
E. Graham	\$680.
	576. <i>Accepted April 25, 1857.</i>
Darley P. Stevens, (after time) -	600.

Contract made with E. Graham, dated April 25, 1857, at \$576 per annum.
 Leave Holly Point Tuesday at 2 p. m. ; arrive at Monticello next day by 8 p. m.
 Leave Monticello Monday at 6 a. m. ; arrive at Holly Point next day by 12 m.

ROUTE No. 7699k.

From Hot Springs to Paris, 180 miles, and back, once a week.

Bidders' names.	Sum per annum.
P. Hanger.....	\$3,500.
W. Evans	2,250.
J. H. Newbern and J. G. Fletcher	2,087.
T. Mills.....	1,400.

(Not let.)

Leave Hot Springs Tuesday at 8 a. m. ; arrive at Paris next Saturday by 9 p. m.
 Leave Paris Monday at 8 a. m. ; arrive at Hot Springs Friday by 9 p. m.

ROUTE No. 7699l.

From Pine Bluff to Aberdeen, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. Evans	\$740. <i>Accepted April 25, 1857.</i>
Nathan H. Cloyes, (after time) -	900. (Received April 24, 1857.)

Contract made with W. Evans, dated April 25, 1857, at \$740 per annum.
 Leave Pine Bluff Monday at 8 a. m. ; arrive at Aberdeen next day by 6 p. m.
 Leave Aberdeen Wednesday at 8 a. m. ; arrive at Pine Bluff next day by 6 p. m.

ROUTE No. 7699m.

From Sylamore to Locust Grove, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
John M. Hensley.....	\$200 00. <i>Accepted April 25, 1857.</i>
Henry Cole, (after time).....	124 50. No guaranty.

Contract made with John M. Hensley, dated April 25, 1857, at \$200 per annum.
 Leave Sylamore Tuesday at 8 a. m. ; arrive at Locust Grove same day by 12 m.
 Leave Locust Grove Tuesday at 1 p. m. ; arrive at Sylamore same day by 5 p. m.

ROUTE No. 7699n.

Pocahontas to Poplar Bluff, 40 miles, and back, once a week.

(No bidders ; not necessary.)

ROUTE No. 7699o.

From Burrowsville to Dover, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
T. J. Mellon.....	\$580.
John M. Hensley	299. <i>Accepted April 25, 1857.</i>

Contract made with John M. Hensley, dated April 25, 1857, at \$299 per annum.
 Leave Burrowsville Tuesday at 6 a. m. ; arrive at Dover next day by 8 a. m.
 Leave Dover Wednesday at 10 a. m. ; arrive at Burrowsville next day by 12 m.

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 7699p.

From Robinson's X Roads to Neosho, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
<i>After time.</i>	
Nathaniel Springfield.....	\$275.
Robert Selvidge.....	270. <i>Accepted April 25, 1857.</i>

Contract made with Robert Selvidge, dated April 25, 1857, at \$270 per annum.
 Leave Robinson's X Roads Tuesday at 6 a. m.; arrive at Neosho next day by 8 a. m.
 Leave Neosho Wednesday at 10 a. m.; arrive at Robinson's X Roads next day by 12 m.

ROUTE No. 7699q.

From Camden to Antione, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
P. Agee.....	\$489.
E. S. Haynes.....	467.
A. G. McLane.....	380.
A. T. W. Long.....	375. <i>Accepted April 25, 1857.</i>

Contract made with A. T. W. Long, dated April 25, 1857, at \$375 per annum.
 Leave Camden Wednesday at 7 a. m.; arrive at Antione next day by 6 p. m.
 Leave Antione Monday at 7 a. m.; arrive at Camden next day by 6 p. m.

ROUTE No. 7699r.

From Des Arc to Fort Smith, 200 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. G. Warner & D. MacIver....	\$10,000.
Preston Roberts & Wm Stewart.	7,800, two-horse coach when necessary.
W. Evans.....	4,800.
J. H. ewbern & J. G. Fletcher.	4,100. <i>Accepted April 25, 1857.</i>
Charles W. Smith, (after time) .	6,400. <i>ooo.</i>
Jno. D. Adames & Geo. W. Vaden	8,000.
	19,000, two-horse coach.

Contract made with J. H. Newbern & J. G. Fletcher, dated April 25, 1857, at \$4,100 per annum.

Leave Des Arc Monday and Wednesday at 6 a. m.; arrive at Fort Smith fourth days by 10 p. m.

Leave Fort Smith Monday and Wednesday at 6 a. m.; arrive at Des Arc fourth days by 10 p. m.

SPECIAL SERVICE FOR ARKANSAS.

Peach Grove from Benton, 18 miles, and back, once a week.

Service authorized September 19, 1856, at \$150 per annum : limited, &c.; from January 1, 1856, to June 30, 1858.

Creek Agency from Fort Gibson, 10 miles, and back, once a week.

Service authorized December 19, 1856, at \$75 per annum : limited, &c.; to expire June 30, 1858.

Webber's Falls from Kedron, 18 miles, and back, once a week.

Service authorized September 29, 1856, at \$100 per annum : limited, &c.; to expire June 30, 1858.

Lake Village from Columbia, 10 miles, and back, once a week.

Service authorized June 3, 1857, at \$100 per annum : limited, &c.; to expire June 30, 1858.

Berlin from Hamburg, 5 miles, and back, once a week.

Service authorized June 27, 1857, at \$50 per annum : limited, &c.; to expire June 30, 1858.

NEBRASKA TERRITORY.

ROUTE No. 15024.

From Council Bluffs to Florence, 9 miles, and back, three times a week.

Contract transferred to C. F. McCarty by William F. Lockwood, dated October 16, 1856, at \$450 per annum: to commence July 1, 1856, and expire June 30, 1858.

Leave Council Bluffs Monday, Wednesday, and Friday, at 1 p. m.; arrive at Florence same day by 3 p. m.

Leave Florence Monday, Wednesday, and Friday, at 10 a. m.; arrive at Council Bluffs same day by 12 m.

(From July 1, 1857, to June 30, 1858.)

ROUTE No. 15026.

From Linden to Mount Vernon, 15 miles, and back, twice a week.

(No bidders; not let.)

ROUTE No. 15027.

From Sioux City to Fort Pierre, 300 miles, and back, once a month.

(No bidders; not let.)

ROUTE No. 15028.

From Sioux City to South Pass, 750 miles, and back, once a month.

(No bidders; not let.)

ROUTE No. 15029.

From Council Bluffs to Salt Lake, 1,045 miles, and back, once a month.

Bidders' names.	Sum per annum.
Preston Roberts, jr., & William Stewart	\$86,000.
	80,000, in wagons, if necessary.
	9,000, end service at Fort Laramie.
Lorin Miller	9,850, covered wagon from Council Bluffs to Fort Kearney, and to Fort Laramie on horse or mules.

(Suspended; not let.)

ROUTE No. 15030.

From Nebraska City to Marysville, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
Preston Roberts, jr., & William Stewart	\$894, two-horse coach, when necessary. Accepted April 25, 1857.
	2,090 additional, to extend to Leocompton.
<i>After time.</i>	
John B. Bennett	1,900, two-horse coach. (Received April 11, 1857.)
S. B. Miles	1,200, two-horse coach. (Received April 3, 1857.)
	1,800 additional, to extend to Leocompton.
Henry B. Hall	624,000, extend service to Leocompton, at <i>pro rata</i> increase. (Received April 2, 1857.)
Gideon Bennett	600. 000. (Received April 11, 1857.)

Contract made with Preston Roberts, jr., and William Stewart, dated April 25, 1857, at \$894 per annum.

Leave Nebraska City Monday at 8 a. m.; arrive at Marysville Wednesday by 7 p. m.

Leave Marysville Thursday at 8 a. m.; arrive at Nebraska City Saturday by 7 p. m.

ROUTE No. 15031.

From Omodi to Elk Horn, — miles, and back, once a week.

Bidder's name.	Sum per annum.
Henry Z. Chapman	\$300, twenty-five miles.
(Suspended; not let.)	

ROUTE No. 15032.

From Omaha City to Fort Pierre, 400 miles, and back, once a week.

Bidders' names.	Sum per annum.
G. L. Horback & H. B. Porter, (after time)	\$10,000. (Received April 11, 1857.)
(Suspended; not let.)	

ROUTE No. 15033.

From Omaha City to Dahkota City, 110 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. S. Alvord	\$2,000, two-horse coach.
Preston Roberts, jr.	4,500, two-horse coach, three times a week.
	1,440, two-horse coach, if necessary.
	4,110, two-horse coach, three times a week.
<i>After time.</i>	
G. L. Horback & H. B. Porter ...	2,500. (Received April 11, 1857.)
P. G. Cooper	4,600, three times a week, two-horse hack.
	2,000, once a week, two-horse hack.
	1,500, once a week, horse.
Geo. Spalding & J. L. Wheeler ..	2,875. (Received April 4, 1857.)
Henry B. Hall.	784. 000. (Received April 2, 1857.)
(Not let.)	

ROUTE No. 15034.

From Omaha City to Kearney City, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. S. Alvord	\$1,100, two-horse coach.
	2,500, two-horse coach, three times a week.
Preston Roberts, jr.	930, two-horse coach, if necessary.
	2,640, two-horse coach, three times a week.
	1,640, two-horse coach, if bids on 15035 be accepted, and schedule time agrees; or \$5,490 for both routes.
<i>After time.</i>	
Spaulding & Wheeler	2,000. (Received April 4, 1857.)
S. B. Miles	800, two-horse coach.
	2,200, two-horse coach, three times a week. (Rec'd April 3, 1857.)
(Not let.)	

ROUTE No. 15035.

From Omaha City to Whitehead, 150 miles, and back, once a week.

CONTRACTS FOR CARRYING THE MAILS.

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Bidders' names.	Sum per annum.
Preston Roberts, jr.-----	\$2, 200, two-horse coach, if necessary ; or 6, 440, two-horse coach, three times a week. 5, 490, two-horse coach, provided my bid on 15034 be accepted and schedule time agrees.
<i>After time.</i>	
Spaulding & Wheeler.-----	4, 600. (Received April 4, 1857.)
S. B. Miles -----	2, 900, two-horse coach. 7, 500, three times a week. (Received April 14, 1857.)

(Not let.)

ROUTE No. 15036.

From Dahkota City to Sergeant's Bluff, 4 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Henry Z. Chapman -----	\$500, two-horse coach.
Preston Roberts, jr -----	448, two-horse coach, if necessary.
William W. Marsh, (after time).	383. 000. No guaranty. (Received April 11, '57.)

(Not let.)

ROUTE No. 15037.

From Dahkota City to Fort Laramie, 400 miles, and back, once a month.

Bidders' names.	Sum per annum.
Preston Roberts, jr.-----	\$9, 900, two-horse coach, if necessary. Schedule pro- posed.
P. S. Scott -----	1, 800. 000. Schedule proposed.
Henry Z. Chapman -----	1, 000, end at Running River, 100 miles

(Not let ; too high.)

ROUTE No. 15038.

From Omodi to Sergeant's Bluff, 11 miles, and back, once a week.

Bidders' names.	Sum per annum.
Preston Roberts, jr -----	\$350, two-horse coach, if necessary. 560, two-horse coach, if necessary, three times a week. <i>Accepted April 25, 1857.</i>
Henry Z. Chapman -----	300.
Wm. W. Marsh, (after time)---	689. 000. (Received April 11, 1857.)

Contract made with Preston Roberts, jr., dated April 25, 1857, at \$560 per annum.
Leave Omodi Monday, Wednesday, and Friday, at 8 a. m.; arrive at Sergeant's Bluff
by 11 a. m.
Leave Sergeant's Bluff Monday, Wednesday, and Friday, at 1 p. m.; arrive at Omodi
by 4 p. m.

ROUTE No. 15039.

From Plattesmouth to Kearney City, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
<i>After time.</i>	
Henry B. Hall -----	\$184. 000. (Received April 2, 1857.) <i>Accepted April 25, 1857.</i>
Andrew Folden -----	700, two-horse coach. 1, 100, two-horse coach, twice a week. (Received April 15, 1857.)

CONTRACTS FOR CARRYING THE MAILS.

Contract made with Henry B. Hall, dated April 25, 1857, at \$184 per annum.
 Leave Plattesmouth Monday at 8 a. m.; arrive at Kearney City by 6 p. m.
 Leave Kearney City Tuesday at 8 a. m.; arrive at Plattesmouth by 6 p. m.

ROUTE No. 15040.

From Wyoming to Sidney, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
<i>After time.</i>	
Hiram Hurst.....	\$500, two-horse coach. (Received April 15, 1857.)
David Bennet.....	260, two-horse coach, if ferriage is paid.
	350, two-horse coach, if ferriage is not paid. (Received April 15, 1857.)

(Suspended.)

ROUTE No. 15041.

From Wyoming to Salt Creek, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
<i>After time.</i>	
Hiram Hurst.....	\$1,000, horse and buggy. (Received April 15, 1857.)
	1,300, two-horse coach.
David Bennet.....	520, horse and buggy. (Received April 15, 1857.)
	720, two-horse coach. (Received April 15, 1857.)
H. C. Wolph	500. No guaranty. (Received April 11, 1857.)
John G. Treadway.....	400; or
	500, two-horse hack. (Received April 11, 1857.)
Henry B. Hall	324. 000. (Received April 2, 1857.) Accepted April 25, 1857.
John B. Bennett	1,189, two-horse coach. (Received April 11, 1857.)

Contract made with Henry B. Hall, dated April 25, 1857, at \$324 per annum.
 Leave Wyoming Monday at 7 a. m.; arrive at Salt Creek next day by 12 m.
 Leave Salt Creek Tuesday at 2 p. m.; arrive at Wyoming next day by 6 p. m.

ROUTE No. 15042.

From Nebraska City to Salt Creek, 47 miles, and back, once a week.

Bidders' names.	Sum per annum.
Preston Roberts, jr., and Wm. Stewart.	\$1,200, two-horse coach, when necessary; or
	800, two-horse coach, provided 15030 is accepted.
Henry B. Hall, (after time)----	297. 000. (Received April 2, 1857.)

(Suspended.)

ROUTE No. 15043.

From Kearney City to New Fort Kearney, 250 miles, and back, once a month.

Bidders' names.	Sum per annum.
John F. Kinney and A. J. Hugins.	\$1,000. Accepted April 25, 1857.
<i>After time.</i>	
Spaulding & Wheeler.....	4,800, two-horse coach. (Received April 4, 1857.)
John B. Bennett	3,900, two-horse coach. (Received April 11, 1857.)
S. B. Miles	1,474, two-horse coach. (Received April 11, 1857.)

CONTRACTS FOR CARRYING THE MAILS.

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Contract made with John F. Kinney and A. J. Huggins, dated April 25, 1857, at \$1,000 per annum.

Leave Kearney City the first day of every month ; arrive at New Fort Kearney in ten days.

Leave New Fort Kearney the twelfth day of every month ; arrive at Kearney City in ten days.

ROUTE No. 15044.

From Brownsville to New Fort Kearney, 220 miles, and back, once a month.

Bidders' names.	Sum per annum.
John F. Kinney and A. J. Huggins.	\$900. <i>Accepted April 25, 1857.</i>
<i>After time.</i>	
John B. Bennett	4,500, two-horse coach. (Received April 11, 1857.)
Horback & Porter	4,000. (Received April 11, 1857.)
S. B. Miles	1,574, two-horse coach. (Received April 3, 1857.)

Contract made with John F. Kinney and A. J. Huggins, dated April 25, 1857, at \$900 per annum.

Leave Brownsville the first day of every month ; arrive at New Fort Kearney in ten days.

Leave New Fort Kearney the twelfth day of every month ; arrive at Brownsville in ten days.

ROUTE No. 15045.

From Brownsville to Linden, 14 miles, and back, three times a week.

Bidder's name.	Sum per annum.
S. B. Miles, (after time)	\$840, two-horse coach. (Received April 3, 1857.)
(Not let.)	

ROUTE No. 15046.

From Rulo to Big Blue River, 93 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry Z. Chapman	\$1,000.
Preston Roberts, jr., and William Stewart	940, two-horse coach, if necessary.
<i>(After time.)</i>	
S. B. Miles	1,440, two-horse coach. (Received April 3, 1857.)
Horback & Porter	2,000. (Received April 11, 1857.)
(Not let.)	

SPECIAL SERVICE FOR NEBRASKA TERRITORY.

Buchanan from Fontanelle, 12 miles, and back, once a week.

Service authorized November 25, 1856, at \$100 per annum : limited, &c. ; to expire June 30, 1858.

Rock Bluffs from Plattsmouth, 7 miles, and back, once a week.

Service authorized May 6, 1857, at \$70 per annum : limited, &c. ; to expire June 30, 1858.

Columbus from Omaha City, 30 miles, and back, once a week.

Service authorized September 29, 1856, at \$150 per annum : limited, &c. ; to expire June 30, 1858.

Louisville from Plattsmouth, 15 miles, and back, once a week.

Service authorized February 24, 1857, at \$150 per annum : limited, &c. ; to expire June 30, 1858.

Hamilton from Nebraska City, 16 miles, and back, once a week.

Service authorized February 24, 1857, at \$160 per annum : limited, &c. ; to expire June 30, 1858.

Tecumseh from Nebraska City, 36 miles, and back, once a week.

Service authorized February 24, 1857, at \$300 per annum : limited, &c. ; to expire June 30, 1858.

Turkey Creek from Pleasant Valley, 15 miles, and back, once a week.

Service authorized February 24, 1857, at \$150 per annum : limited, &c. ; to expire June 30, 1858.

St. John's from Dahkota, 8 miles, and back, once a week.

Service authorized May 7, 1857, at \$80 per annum : limited, &c. ; to expire June 30, 1858.

Niobraro from Dahkota, 50 miles, and back, once a week.

Service authorized May 7, 1857, at \$500 per annum ; limited, &c. ; to expire June 30, 1858.

Frémont from Fontanelle, 10 miles, and back, once a week.

Service authorized May 25, 1857, at \$100 per annum : limited, &c. ; to expire June 30, 1858.

Glendale from Plattsmouth, 12 miles, and back, once a week.

Service authorized June 3, 1857, at \$100 per annum : limited, &c. ; to expire June 30, 1858.

KANSAS TERRITORY.

ROUTE No. 15211.

From Westport to Lecompton, 78 miles, and back, three times a week.

Contract transferred to E. A. Phillips by Frederick Emory, dated March 13, 1857, at \$2,500 per annum : to commence April 1, 1857, and expire June 30, 1858.

Leave Westport Monday, Wednesday, and Friday, at 4 a. m. ; arrive at Lecompton same days by 10 p. m.

Leave Lecompton Tuesday, Thursday, and Saturday, at 6 a. m. ; arrive at Whitfield same days by 10 p. m.

Leave Whitfield Monday, Wednesday, and Friday, at 6 a. m. ; arrive at Lecompton same days by 10 p. m.

Leave Lecompton Tuesday, Thursday, and Saturday, at 4 a. m. ; arrive at Westport same days by 10 p. m.

ROUTE No. 15213.

From Westport to Fort Scott, 109 miles, and back, once a week.

Contract transferred to John Yelton by Yelton & Cronkhite, dated December 9, 1856, at \$1,340 per annum : to commence October 1, 1856, and expire June 30, 1858.

Leave Westport Monday at 8 a. m. ; arrive at Fort Scott Wednesday by — a. m.

Leave Fort Scott Wednesday at 12 m. ; arrive at Westport Saturday by 10 p. m.

ROUTE No. 15214.

From Osawatomie to Sac and Fox Agency, 50 miles, and back, once a week.

Contract transferred to John Yelton by J. P. Barnebey, dated December 9, 1856, at \$300 per annum : to commence from October 1, 1856, and expire June 30, 1858.

Leave Osawatomie Monday at 6 a. m. ; arrive at Sac and Fox Agency same day by 10 p. m.

Leave Sac and Fox Agency Tuesday at 6 a. m. ; arrive at Osawatomie same day by 10 p. m.

ROUTE No. 15218.

From Fort Scott to Catholic Mission, 40 miles, and back, once a week.

Contract transferred to William Margrove by R. G. Roberts, dated December 9, 1856, at \$600 per annum: to commence from July 1, 1856, and expire June 30, 1858.

Leave Fort Scott Monday at 6 a. m. ; arrive at Catholic Mission same day by 10 p. m.

Leave Catholic Mission Tuesday at 6 a. m. ; arrive at Fort Scott same day by 10 p. m.

ROUTE No. 15219.

From Fort Scott to West Point, 40 miles, and back, once a week.

Contract transferred to William Margrove by R. G. Roberts, dated the 9th December, 1856, at \$400 per annum : to commence from the 1st October, 1856, and expire June 30, 1858.

Leave Fort Scott Wednesday at 6 a. m. ; arrive at West Point same day by 10 p. m.

Leave West Point Thursday at 6 a. m. ; arrive at Fort Scott same day by 10 p. m.

ROUTE No. 15245.

From Atchison to Marysville, 120 miles, and back, once a week.

Contract made with S. B. Miles, dated July 19, 1856, at \$2,233 per annum : commenced service August 1, 1856, to expire June 30, 1858.

Leave Atchison Monday at 6 a. m. ; arrive at Marysville Friday by 6 p. m.

Leave Marysville Thursday at 6 a. m. ; arrive at Atchison Monday by 6 p. m.

(From July 1, 1857, to June 30, 1858.)

ROUTE No. 15246.

From Osawatomie to Neosho City, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Repine & Popitz.....	\$1,450. 000.
Preston Roberts & W. Stewart...	940, two-horse coach, when necessary.
Charles B. Norris.....	750.
James M. Gatewood & Co.....	547. <i>Accepted April 25, 1857.</i>
John Yelton, (after time).....	1,200, two-horse carriage. (Received April 4, 1857.)
	940, horse. (Received April 4, 1857.)
Williams & Farley, (after time)...	736. (Received April 11, 1857.)

Contract made with James M. Gatewood & Co., dated April 25, 1857, at \$547 per annum.

Leave Osawatomie Monday at 6 a. m. ; arrive at Neosho City next day by 11 a. m.

Leave Neosho City Tuesday at 1 p. m. ; arrive at Osawatomie next day by 5 p. m.

ROUTE No. 15247.

From Cofachique to Columbia, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
Repine & Popitz.....	\$1,450. 000.
Charles B. Norris.....	950.
James M. Gatewood & Co.....	647. <i>Accepted April 25, 1857.</i>
<i>After time.</i>	
Alfred Hornbeck.....	1,498, with 15248. (Received April 7, 1857.)
	698. (See bid.)
Thomas C. Hill.....	1,390. (Received April 11, 1857.)
James S. Barber.....	1,000. No guaranty; informal. (Received April 7, 1857.)

CONTRACTS FOR CARRYING THE MAILS.

Bidders' names. <i>After date.</i>	Sum per annum.
A. J. Baker.....	\$900. (Received April 15, 1857.)
Alfred Hornbeck.....	800. (Received April 15, 1857.)
Williams & Farley.....	796. (Received April 11, 1857.)

Contract made with James M. Gatewood & Co., dated April 25, 1857, at \$647 per annum.
Leave Cofachique Monday at 8 a. m.; arrive at Columbia next day by 6 p. m.
Leave Columbia Wednesday at 8 a. m.; arrive at Cofachique next day by 6 p. m.

ROUTE No. 15248.

From Fort Scott to Cofachique, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Bepine & Popits.....	\$1,450. 000.
Charles B. Norris.....	920.
Little & Farley.....	749. Bid informal.
James M. Gatewood & Co.....	543. Accepted April 25, 1857.
<i>After time.</i>	
Alfred Hornbeck.....	1,498, commence at Columbus. (Received April 7, 1857.)
	698, with 15247; see bid. (Received April 7, 1857.)
John Yelton.....	840. (Received April 4, 1857.)
Alfred Hornbeck.....	600. (Received April 15, 1857.)

Contract made with James M. Gatewood & Co., dated April 25, 1857, at \$543 per annum.
Leave Fort Scott Monday at 8 p. m.; arrive at Cofachique next day by 6 p. m.
Leave Cofachique Wednesday at 8 a. m.; arrive at Fort Scott next day by 6 p. m.

ROUTE No. 15249.

From Columbia to Council Grove, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
C. B. Norris.....	\$800.
Jacob Hall.....	500. 000.
James M. Gatewood & Co.....	373. Accepted April 25, 1857.
<i>After time.</i>	
A. J. Baker.....	1,300, combined with 15247; no guaranty. (Received April 15, 1857.)
Thomas C. Hill.....	690. (Received April 11, 1857.)
A. J. Baker.....	466. No guaranty. (Received April 15, 1857.)
Williams & Farley.....	443. (Received April 11, 1857.)

Contract made with James M. Gatewood & Co., dated April 25, 1857, at \$373 per annum.
Leave Columbia Friday at 8 a. m.; arrive at Council Grove by 6 p. m.
Leave Council Grove Saturday at 8 a. m.; arrive at Columbia by 6 p. m.

ROUTE No. 15250.

From Sac and Fox Agency to Leroy, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Charles B. Norris.....	\$830.
James M. Greenwood & Co.....	443. Accepted April 25, 1857.
<i>After time.</i>	
Williams & Farley.....	493.
John Yelton.....	440. (Received April 4, 1857.)

Contract made with James M. Gatewood & Co., dated April 25, 1857, at \$443 per annum.
Leave Sac and Fox Agency Wednesday at 6 a. m.; arrive at Leroy by 6 p. m.
Leave Leroy Thursday at 6 a. m.; arrive at Sac and Fox Agency by 6 p. m.

ROUTE No. 15251.

From Lecompton to Richardson's, 110 miles, and back, once a week.

Bidders' names.	Sum per annum.
Repine & Popitz.....	\$1,650. 000.
Charles B. Norris.....	1,480.
James M. Gatewood & Co.....	1,273. <i>Accepted April 25, 1857.</i>
Williams & Farley, (after time)...	1,340. (Received April 11, 1857.)

Contract made with James M. Gatewood & Co., dated April 25, 1857, at \$1,273 per annum.

Leave Lecompton Monday at 6 a. m.; arrive at Richardson's Wednesday by 10 p. m.

Leave Richardson's Thursday at 6 a. m.; arrive at Lecompton Saturday by 10 p. m.

ROUTE No. 15252.

From Shermanville to Cofachique, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Williams & Farley, (after time).....	\$1,147. (Received April 11, 1857.)
John Yelton, (after time).....	585; schedule proposed. (Received April 4, 1857.) <i>Accepted April 25, 1857.</i>

Contract made with John Yelton, dated April 25, 1857, at \$585 per annum.

Leave Shermanville Wednesday at 6 a. m.; arrive at Cofachique same day by 10 p. m.

Leave Cofachique Thursday at 6 a. m.; arrive at Shermanville same day by 10 p. m.

ROUTE No. 15253.

From Allen to Columbia, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Jacob Hall.....	\$500, 000, 36 miles; schedule proposed.
Williams & Farley, (after time).....	943. (Received April 11, 1857.)
Thomas C. Hill, (after time).....	580, 25 miles. (Received April 11, 1857.)

(Not let.)

ROUTE No. 15254.

From Topeka to Nebraska City, 150 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Charles B. Norris.....	\$10,990, four-horse coach.
Stephen F. Nuckles.....	7,900, two-horse hacks.
Preston Roberts & Wm. Stewart.....	6,740, two-horse coach, when necessary.
E. S. Alvord.....	6,000, two-horse coach; or 4,000 additional, to extend to Chariton, Iowa, 175 miles.
S. B. Miles, (after time).....	7,500, two-horse coach. (Received April 3, 1857.)

(Not let; too high.)

SPECIAL SERVICE FOR KANSAS TERRITORY.

Brooklyn from West Point, 15 miles, and back, once a week.

Service authorized February 5, 1857, at \$100 per annum: limited, &c.; to expire June 30, 1858.

Columbia from Columbia Grove, 25 miles, and back, once a week.

Service authorized March 25, 1857, at \$200 per annum: limited, &c.; to expire June 30, 1858.

Manhattan from Tauromee, 4 miles, and back, once a week.

Service authorized October 17, 1856, at \$40 per annum: limited, &c.; to expire June 30, 1858.

CONTRACTS FOR CARRYING THE MAILS.

Midway from Paola, 8 miles, and back, once a week.

Service authorized March 25, 1857, at \$80 per annum : limited, &c.; to expire June 30, 1858.

Nevada from Lecompton, 20 miles, and back, once a week.

Service authorized September 10, 1856, at \$100 per annum : limited, &c.; to expire June 30, 1858.

Paris from West Point, 20 miles, and back, once a week.

Service authorized February 13, 1857, at \$200 per annum : limited, &c.; to expire June 30, 1858.

Smithson from Whitehead, 10 miles, and back, twice a week.

Service authorized May 11, 1857, at \$75 per annum : limited, &c.; to expire June 30, 1858.

Walker from Osawatomie, 14 miles, and back, once a week.

Service authorized June 3, 1857, at \$100 per annum : limited, &c.; to expire June 30, 1858.

STATE OF CALIFORNIA.

ROUTE No. 12514.

From Los Angeles to San Bernardino, 6 miles, and back, once a week.

Contract negotiated and made with David W. Taft, dated November 15, 1856, at \$975 per annum : to commence October 8, 1856, to expire June 30, 1858.

Leave Los Angeles Wednesday at 9 a. m.; arrive at San Bernardino next day by 2 p. m.

Leave San Bernardino Monday at 8 a. m.; arrive at Los Angeles, next day by 2 p. m.

ROUTE No. 12544.

From Los Angeles to Visalia, 230 miles, and back, twice a month.

Contract negotiated and made with David Smith, dated February 25, 1857, at \$2,200 per annum : to commence April 1, 1857, to expire June 30, 1858.

Leave Los Angeles on the 1st and 15th of each month at 8 a. m.; arrive at Visalia by 12 m. on the 10th and 25th of same month.

Leave Visalia on the 1st and 15th of each month at 8 a. m.; arrive at Los Angeles by 12 m. on the 10th and 25th of same month.

ROUTE No. 12570.

From Los Angeles to San Pedro, 25 miles, and back, two or three times a month, as the arrival of coast mail steamers may require.

Contract negotiated and made with Phineas Barning, dated November 15, 1856, at \$300 per annum : to commence October 11, 1856, to expire June 30, 1858.

(Schedule not reported.)

ROUTE No. 12571.

From Orleans Bar to Yreka, 120 miles, and back, once a fortnight.

Bids for weekly trips invited ; also, bids to commence route at Crescent City, omitting Orleans Bar.

Bidders' names.	Sum per annum.
A. D. Crooks.....	\$2,436, for the 10 months. <i>Accepted June 19, 1857.</i>
	3,691, once a week.
	4,360, commence at Crescent City, and omit Orleans Bar.
S. G. Whipple.....	4,000.
Joseph Reinhardt.....	3,700, commence at Crescent City, and omit Orleans Bar.
P. Norton.....	3,120.
R. V. Husband.....	3,000.

Contract made with A. D. Crooks, dated June 19, 1857, at \$2,436, for service from September 1, 1857, to June 30, 1858.

Leave Orleans Bar every other Monday at 7 a. m.; arrive at Yreka next Wednesday by 5 p. m.

Leave Yreka every other Thursday at 7 p. m.; arrive at Orleans Bar next Saturday by 5 p. m.

ROUTE No. 12572.

From Petalumne to Tomales, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
Harvey Lee	\$1,050 for 10 months.
Richard Lambert	840.
C. J. Robinson	550.
Wm. B. Wood	450 for 10 months.
Chas. Stewart	400 for 10 months.
(Ruled too high.)	

Contract negotiated and made with A. A. Durham, at \$360 per annum, from September 1, 1857, to June 30, 1858.

ROUTE No. 12573.

From Placerville to Carson's Valley, Utah, 80 miles, and back, once in two weeks.

Proposals to carry weekly from April 1 to January 1, and once a fortnight the residue of the year, are invited.

Bidders' names.	Sum per annum.
Harvey Lee	\$4,995 for the 10 months; once a week from April 1 to January 1, and twice a week residue.
Charles D. Daggett	2,700, horse 7 months, foot residue.
John A. Thompson	2,000, on Norwegian snow skates from December to April, horse residue.
Richmond Davis	1,500 for the 10 months, twice a month. <i>Accepted June 19, 1857.</i>
	2,400, weekly from April 1 to January 1, and once in two weeks residue.

Contract made with Richard Davis, dated June 19, 1857, at \$1,500 for ten months: to commence September 1, 1857, and expire June 30, 1858.

Leave Placerville every other Monday at 7 a. m.; arrive at Carson's Valley next Wednesday by 6 p. m.

Leave Carson's Valley every other Thursday at 7 a. m.; arrive at Placerville next Saturday by 6 p. m.

ROUTE No. 12574.

From San Francisco to Humboldt Bay, 250 miles, and back, twice a month.

Proposals for tri-monthly, also, for weekly, trips invited.

Bidders' names.	Sum per annum.
James & Peter Donohue	\$30,000, in steamers, whenever bar can be crossed.
	37,500, in steamers, whenever bar can be crossed, three times a month.

(Not let.)

ROUTE No. 12575.

From San Bernardino to Visalia, 225 miles, and back, once in two weeks.

Bids embracing Monte and Los Angeles will be considered; also, bids to commence at Los Angeles instead of San Bernardino.

Bidders' names.	Sum per annum.
John Stewart	\$5,400.
P. Norton	3,640.
Benjamin Barton	2,474 for the 10 months, and include Monte and Los Angeles.
	3,474, once a week.
	1,974, Los Angeles to Visalia, once in two weeks.
	2,974, Los Angeles to Visalia, once a week.
Uriah W. Tyler & J. Ward Christian.	2,500.

(Not let.)

CONTRACTS FOR CARRYING THE MAILS.

ROUTE No. 12576.

From Trinidad to Bestville, 100 miles, and back, once in two weeks.

Bids to carry once a week, also bids to extend to Petersville, will be considered.

Bidders' names.	Sum per annum.
Charles Wilson.....	\$7,000 for 10 months.
	3,000 additional, to continue route to Petersville.
James F. Denny.....	5,500 for the 10 months.
	3,500 for the 10 months, once in two weeks.
S. G. Whipple	4,000 annually.
William T. Hudson & Simon R. Sheffield.	2,700 for the 10 months, from Trinidad to Forks of Salmon river.
P. Norton	2,340 per annum.
(Not let.)	

ROUTE No. 12577.

From Quincy to Nelson Point, 10 miles, and back, once a week.

Bids for more frequent trips invited.

(No bidders.)

OVERLAND MAIL-ROUTE TO CALIFORNIA.

Proposals under advertisement of April 20, 1857.

ROUTE No. 12578.

From St. Louis, Missouri, and Memphis, Tennessee, by Little Rock, Arkansas, Preston, Texas, and Fort Yuma, California, to San Francisco, — miles, and back, twice a week, in good four-horse post-coaches.

Bidders' names.	Sum per annum.
S. Howell & A. E. Pace.....	\$1,000,000, first year; \$800,000, second year; \$700,000, third year; \$600,000, fourth year. Weekly. Gaines' Landing, on Mississippi, to San Francisco; term of 4 years. Commence at Vicksburg, if preferred.
James E. Birch.....	600,000, twice a week. Memphis, by Little Rock, Washington, Fulton, Clarksville, Gainesville, Fort Chadbourne, Head Spring of Concha river, to Pecos river, nearly due west; thence along Pecos river, Delaware creek, through Guadalupe and Hinc mountains to the Rio Grande river; thence over the emigrant road to Fort Yuma; thence by San Gorgona Pass, San Bernardino, Tejon, Tulare, or Salinas valleys, to San Francisco.
James Glover	300,000, semi-monthly; \$450,000, weekly; \$600,000, semi-weekly. Memphis, by Helena, Little Rock, across Texas to El Paso, Fort Yuma, San Bernardino, Los Angeles; thence between the Coast Range and Sierra Nevada mountains to San Francisco; or from Vicksburg, by Shreveport, to El Paso, &c., as above.
John Butterfield, Wm. B. Dinsmore, Wm. G. Fargo, Jas. V. P. Gardner, Marcus L. Kinyon, Hamilton Spencer, and Alexander Holland.	450,000, weekly; 600,000, semi-weekly. St. Louis, by Springfield, and from Memphis, by Little Rock, connecting at a common point at or eastward of Albuquerque; thence west to and along the military road to Colorado river; thence up the valley of the Mohaboc river to and through the Tejon Passes of the Sierra Nevada, and thence along the best route to San Francisco.

Bidders' names.	Sum per annum.
David D. Mitchell, Samuel B. Churchill, Robert Campbell, William Gilpin, and others.	\$600,000, semi-weekly. St. Louis to San Francisco.
John Butterfield, Wm. B. Dinmore, William G. Fargo, and others.	300,000, semi-monthly; \$450,000, weekly; \$595,000, semi-weekly. Memphis, by Little Rock, Albuquerque, mouth of Mohahoc, on the Colorado river, and one of the Tejon Passes of the Sierra Nevada, to San Francisco.
John Butterfield and others.....	300,000, semi-monthly; \$450,000, weekly; \$585,000, semi-weekly. St. Louis, by Springfield, to Albuquerque, thence, as above, to San Francisco.
James Johnson, jr., and Joseph Clark.	260,000, semi-monthly; \$390,000, weekly; \$520,000, semi-weekly. St. Louis, by Fort Independence, Fort Laramie, Salt Lake City, or any other point named by the department, to San Francisco.
<i>Irregular, after time bids.</i>	
William Hollingshead, president of Minnesota, Nebraska, and Pacific Mail Transportation Company.	550,000, semi-weekly. St. Paul, by Fort Ridgely, South Pass, Soda Springs, Humboldt river, Honey Lake Valley, Noble's Pass, Shasta City, to San Francisco.
John Butterfield and others.....	Willing to stipulate in contract that the route indicated by them may be modified and changed to the north or south, to avoid any obstacle that may be found by experience to interfere with the safe and regular transportation of the mails.

JULY 2, 1857.—The foregoing route is selected for the overland mail-route to California as combining, in my judgment, more advantages and fewer disadvantages than any other. No bid having been made for this particular route, and all the bidders (whose bids were considered regular under the advertisement and the act of Congress) having consented that their bids may be held and considered as extending to and applying to said route—

Therefore, looking at the respective bidders, both as to the amount proposed and the ability, qualifications, and experience of the bidders to carry out a great mail service like this, I hereby order that the proposal of John Butterfield, of Utica, New York; William B. Dinmore, of New York city; William G. Fargo, of Buffalo, New York; James V. P. Gardner, of Utica, New York; Marcus L. Kinyon, of Rome, New York; Alexander Holland, of New York city, and Hamilton Spencer, of Bloomington, Illinois, at the sum of (\$595,000) five hundred and ninety-five thousand dollars per annum, for semi-weekly service, be accepted. The contractors, however, to have the privilege of selecting lands, under the act of Congress, on only one of the roads or branches between Little Rock and the Mississippi river; the one selected by them to be made known and inserted in the contract at the time of its execution.

AUGUST 22, 1857.—Modify the order of July 2, 1857, accepting John Butterfield and others as contractors, at \$595,000 per annum, so as to fix the pay at \$600,000 per annum, that being the true amount of their bid for the route, with branches both from St. Louis and Memphis, the smaller sum being for service only from one point on the Mississippi.

SEPTEMBER 11, 1857.—*Ordered*, That whenever the contractors and their sureties shall file in the Post Office Department a request, in writing, that they desire to make the junction of the two branches of said road at Preston, instead of Little Rock, that the department will permit the same to be done by some route not further west than to Springfield, Missouri, thence by Fayetteville, Van Buren, and Fort Smith, in the State of Arkansas, to the said junction at or near the town of Preston, in Texas; but said new line shall be adopted on the express condition that the said contractors shall not claim or demand from the department, or from Congress, any increased compensation for or on account of such change in the route from St. Louis or of the point of junction of the two routes from Little Rock to Preston. And on the further express condition, that whilst the amount of lands to which the contractors may be entitled under the act of Congress may be estimated on either of said branches from Preston to St. Louis or Memphis, at their option, yet the said contractors shall take one-half of that amount on each of said branches, so that neither shall have an advantage in the way of stations and settlement over the other.

And in case said contractors, in selecting and locating their lands, shall disregard this condition, or give undue advantage to one of said branches over the other, the department reserves the power of discontinuing said new route from St. Louis to Preston, and to hold said contractors and their sureties to the original route and terms expressed and set forth in the body of this contract.

SPECIAL ROUTES FOR CALIFORNIA.

Iowa City from Illinoistown, 10 miles, and back, six times a week.

Service ordered with James Haworth, dated March 20, 1857, at \$400 a year: limited to net proceeds; to take effect from April 1, 1856, to expire June 30, 1858.

McCartysville from Santa Clara, 9 miles, and back, once a week.

Service ordered with B. Josephs, dated August 2, 1856, at \$100 a year: limited to net proceeds; to take effect from January 2, 1856, to expire June 30, 1858.

Onisbo from Sacramento, 30 miles, and back, once in two weeks.

Service ordered with John C. Force, dated March 20, 1857, at \$150 a year: limited to net proceeds; to take effect from January 1, 1857, to expire June 30, 1858.

Spanish Flat from Georgetown, 6 miles, and back.

Service authorized May 6, 1857, at \$100 a year: limited to net proceeds: to expire June 30, 1858.

West Point from Pleasant Springs, 9 miles, and back, once a week.

Service authorized August 14, 1856, at \$100 a year: limited to net proceeds; to expire June 30, 1858.

Forlorn Hope from Snelling's Ranch, 8 miles, and back, once a week.

Service authorized June 1, 1857, at \$100 a year: limited to net proceeds; to expire June 30, 1858.

Smith's Ranch from Bodega, 10 miles, and back, once a week.

Service authorized October 11, 1856, at \$120 a year: limited to net proceeds; to expire June 30, 1858.

Kelsey from Placerville, 5 miles, and back, once a week.

Service authorized May 12, 1857, at \$60 a year: limited to net proceeds; to expire June 30, 1858.

Cañon City from Weaverville, 18 miles, and back, once a week.

Service ordered with L. M. Ravelly, November 8, 1856, at \$156 a year: limited to net proceeds; to take effect from July 5, 1856, to expire June 30, 1858.

Todd's Valley from Yankee Jim's, 4 miles, and back, twice a week.

Service authorized January 10, 1857, at \$150 a year: limited to net proceeds; to expire June 30, 1858.

Brick Post Office from Sacramento, 11 miles, and back, once a week.

Service authorized July 16, 1856, at \$125 a year: limited to net proceeds; to expire June 30, 1858.

Middletown from Shasta, 4½ miles, and back, once a week.

Service authorized July 19, 1856, at \$65 a year: limited to net proceeds; to expire June 30, 1858.

Bloomfield from Bodega, 7 miles, and back, once a week.

Service authorized July 26, 1856, at \$100 a year: limited to net proceeds; to expire June 30, 1858.

Damascus from Iowa City, 9 miles, and back, once a week.

Service authorized November 28, 1856, at \$100 a year: limited to net proceeds; to expire June 30, 1858.

Dutch Flat from Mountain Springs, 5 miles, and back, — a week.

Service authorized December 9, 1856, at \$100 a year: limited to net proceeds; to expire June 30, 1858.

Reynolds' Ferry from Sonora, 10 miles, and back, once a week.

Service authorized January 10, 1857, at \$125 a year: limited to net proceeds; to expire June 30, 1858.

Saint Helena from Napa City, 18 miles, and back, once a week.

Service authorized January 10, 1857, at \$200 a year: limited to net proceeds; to expire June 30, 1858.

Walnut Grove from Georgiana, 12 miles, once a week.
 Service authorized January 10, 1857, at \$150 a year: limited to net proceeds; to expire June 30, 1858.
 Oakville from Napa City, 12 miles, and back, once a week.
 Service authorized February 3, 1857, at \$120 a year: limited to net proceeds; to expire June 30, 1858.
 Railroad Flat from Pleasant Springs, 8 miles, and back, three times a week in winter, daily residue.
 Service authorized February 3, 1857, at \$300 a year: limited to net proceeds; to expire June 30, 1858.
 Frenchtown from Oroville, 18 miles, and back, once a week.
 Service authorized February 23, 1857, at \$200 a year: limited to net proceeds; to expire June 30, 1858.
 Thompson's Flat to Oroville, 2 miles, and back, twice a week.
 Service authorized February 23, 1857, at \$100 a year: limited to net proceeds; to expire June 30, 1858.
 Suisun City from Barton's Store, — miles, and back, once a week.
 Service authorized February 23, 1857, at \$100 a year: limited to net proceeds; to expire June 30, 1858.
 Lafayette from Oakland, 11½ miles, and back, once a week.
 Service authorized March 20, 1857, at \$125 a year: limited to net proceeds; to expire June 30, 1858.
 Chipp's Flat from Forest City, 4 miles, and back, once a week.
 Service authorized April 23, 1857, at \$60 a year: limited to net proceeds; to expire June 30, 1858.
 Table Rock from St. Louis, 3 miles, and back, twice a week.
 Service authorized May 6, 1857, at \$60 a year: limited to net proceeds; to expire June 30, 1858.
 North San Juan from Empire Ranch, 20 miles, and back, once a week.
 Service authorized June 8, 1857, at \$200 a year: limited to net proceeds; to expire June 30, 1858.
 North Bloomfield from Nevada City, 12 miles, and back, — a week.
 Service authorized June 27, 1857, at \$50 a year: limited to net proceeds; to expire June 30, 1858.

OREGON TERRITORY.

ROUTE No. 12738.

From Corvallis to Oakland, 95 miles, and back, once a week.

Bids to end at Siuslaw or at Winchester will be considered.

Bidders' names.	Sum per annum.
A. R. McConnell	\$4,900.
	2,850, schedule proposed.
R. L. Ferguson.....	3,500
Benjamin Davis	2,500.
	2,000, for ten months; end at Winchester; two-horse coach to Eugene City. <i>Accepted June 19, 1857.</i>
Jonathan M. Cozad.	1,800.

Contract made with Benjamin Davis, dated June 19, 1857, at \$2,000, for service to Eugene City: to commence September 1, 1857, to expire June 30, 1858.

(Schedule not reported.)

SPECIAL ROUTES FOR OREGON.

Lower Astoria from Astoria, 1 mile, and back, six times a week.

Service authorized February 3, 1857, at \$40 a year: limited to net proceeds; to expire June 30, 1858.

Needy from Champoag, 9 miles, and back, once a week.

Service ordered with John Buff, May 28, 1857, at \$52 a year: limited to net proceeds; to take effect from September 1, 1856, to expire June 30, 1858.

Waldo, Vannoy, and Kerby from Jacksonville, — miles, twice a month.

Service ordered with James Kerby, October 31, 1856, at \$300 a year: limited to net proceeds; to expire June 30, 1858.

CONTRACTS FOR CARRYING THE MAILS.

SPECIAL ROUTES FOR NEW MEXICO.

Fort Buchanan from Santa Fé, several hundred miles, once a month.

Service authorized January 15, 1857, at \$360 per annum: limited to net proceeds.

Fort Stanton from Albuquerque, 150 miles, once a month.

Service authorized June 3, 1857, at \$200 a year: limited to net proceeds.

WASHINGTON TERRITORY.

ROUTE No. 12730a.

From Olympia to Whatcom, — miles, and back, once a week.

Contract made with James M. Hunt & John H. Scranton, dated March 14, 1857, at \$22,400 per annum: to commence August 1, 1857, and expire July 30, 1861.

Leave Olympia every Friday at 4 p. m.; arrive at Whatcom next Monday by 4 p. m.

Leave Whatcom every Tuesday at 9 a. m.; arrive at Olympia next Friday by 9 a. m.

ROUTE No. 12743.

(From September 1, 1857, to June 30, 1858.)

From Cowlitz Landing to Boise Fort Prairie, 15 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
John H. Cummings.....	\$450 for the 10 months.
Fred. A. Clark.....	300 for the 10 months. <i>Accepted April 25, 1857.</i> To take effect on establishment of post office at Boise Fort Prairie.

ROUTE No. 12744.

From Oak Point to Grand Mound, 50 miles, and back, once in two weeks.

Bidder's name	Sum per annum.
D. W. Bush.....	\$900 for the 10 months. <i>Accepted July 1, 1857.</i>

Contract made with D. W. Bush, dated July 1, 1857, at \$900 for 10 months: to commence September 1, 1857, to expire June 30, 1858.

Leave Oak Point every other Monday at 6 a. m.; arrive at Grand Mound next day by 5 p. m.

Leave Grand Mound every other Friday at 6 a. m.; arrive at Oak Point next day by 5 p. m.

ROUTE No. 12746.

From Olympia to Selma Prairie, 40 miles, and back, once in two weeks.

Bidders to state schedule and distance.

Bidders' names.	Sum per annum.
Wm. Pumphrey.....	\$800 for the 10 months.
Levi Shelton.....	600 annually.
Thorn. J. McElroy.....	550, in lieu of \$300 bid.
John Shelton.....	400 per annum.
Thomas B. Hicks.....	400 per annum.
T. J. McElroy & Edward Furste.	300 for the 10 months. <i>Accepted June 19, 1857</i>
Arch. McMillan.....	390 for the 10 months.
(No contract executed)	

ROUTE No. 12747.

From Pacific City to Olympia, — miles, and back, once in two weeks.

Bidder's name.	Sum per annum.
Sidney S. Ford.....	\$8,500, horses and boats.
(Not let.)	

No. 2.

Land and water mails ordered during the fiscal year ended June 30, 1857.

[All marked thus * limited to net yield.]

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
5256. From Winston, Md., to New Creek, Va., 23 miles, and back, once a week.	D. C. Tabb.....	Not specified.....	\$174 00	From Dec. 1, 1856, to June 30, 1859.	June 28, 1856	
2879. From Abbecon, N. J., to Somers' Point, 16 miles, and back, three times a week.	Uriah Norcross.....	.....do.....	400 00	From July 1, 1856, to June 30, 1860.	July 1, 1856	
14045. From Reed's Landing, Min. Ter., to Chatfield, 40 miles, and back, twice a week.	Cyrus Hill.....	Two-horse vehicle -	1, 000 00	From Aug. 14, 1856, to June 30, 1858.	.....do.....	
13160. From Lambertsville, Mich., to Toledo, 10 miles, and back, once a week.	J. W. Janney.....	Not specified.....	50 00	From July 2, 1856, to June 30, 1858.	July 2, 1856	
13452. From Galesburg, Iowa, to Quincy, 101 miles, and back, twelve times a week.	Northern Cross Railroad Co.	Railroad	10, 100 00	From June 14, 1856, to June 30, 1858.	July 3, 1856	
9446. From Centreville, Va., to Clarinda, 132 miles, and back, once a week.	Joseph Welsh.....	Not specified.....	1, 100 00	From July 22, 1856, to June 30, 1858.	July 5, 1856	
8811. From Union, Mo., to Lebanon, 132 miles, and back, once a week.	Wilson O. Duval.....	.....do.....	640 00	From Aug. 20, 1856, to June 30, 1858.	July 8, 1856	
7202. From Somerville, Ala., to Decatur, 16 miles, and back, three times a week.	J. L. Cowley .....	.....do.....	325 00	From July 28, 1856, to June 30, 1858.	July 9, 1856	

CONTRACTS FOR CARRYING THE MAILS.

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
3107. From Honesdale, Pa., to Moscow, 27 miles, and back, three times a week.	William R. McLaury.	Two-horse coaches.	\$450 00	From July 16, 1856, to June 30, 1860.	July 11, 1856	
3990. From Vienna, Md., to Federalburg, 20 miles, and back, twice a week.	H. Conaway	Not specified.	150 00	From Aug. 1, 1856, to June 30, 1860.	July 14, 1856	
5031. From Winchester, Va., to Capon Springs, 23 miles, and back, four times a week during the watering season.	William H. Anderson.	do.	90 00	From _____, to June 30, 1859.	do.	Anderson declined service; performed by Peter Farmer from July 1, 1856.
Special. North Dorchester, N. H., to be supplied from West Rumney, 5 miles, six times a week.	Franklin Wilcher	do.	30 00	From July 29, 1856, to June 30, 1857.	July 16, 1856	
14036. From Beaver Bay, Min. Ter., to Superior, Wis., 56 miles, and back, once a month.	Thomas Clark, jr.	do.	370 00	From Aug. 5, 1856, to June 30, 1858.	do.	
14037. From Beaver Bay, Min. Ter., to Grand Portage, 100 miles, and back, once a week.	do.	do.	600 00	From Aug. 9, 1856, to June 30, 1858.	do.	
3991. From Forest Hill, Md., to Mill Green, 15 miles, and back, twice a week.	John Doyle.	do.	150 00	From July 19, 1856, to June 30, 1860.	do.	
9062a. From Poland, Ohio, to Youngstown, 6 miles, and back, six times a week.	William Ward	Two-horse hacks	180 00	From July 23, 1856, to June 30, 1860.	do.	
8071. From Harrisburg, Tex., to Richmond, 32 miles, and back, four times a week.	Buffalo Bayou, Brazos, and Colorado Railroad Co.	Railroad	1,372 00	From _____, to June 30, 1858.†	July 18, 1856	\$928 additional pr. an. allowed when cars run six times a week.

CONTRACTS FOR CARRYING THE MAILS.

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Special. St. James, N. Y., to be supplied from Smith-town Branch, 3 miles, once a week.	Daniel Howell	Not specified	025 00	From Sept. 9, 1856, to June 30, 1857.	July 19, 1856
15245. From Atchison, Kansas Territory, to Marysville, 120 miles, and back, three times a week.	S. B. Miles	Two-horse coaches	2,233 00	From Aug. 1, 1856, to June 30, 1858.	do
9461. From West Point, Iowa, to Big Mound, 16 miles, and back, once a week.	James Scott	Two-horse hacks	700 00	From Aug. 5, 1856, to June 30, 1858.	July 21, 1856
Special. Kelsey, California, to be supplied from Placerville, 5 miles, once a week.	David Platt	Not specified	040 00	From May 1, 1856, to June 30, 1858.	July 23, 1856
9071. From Franklin Depot, Mo., to Little Prairie, 70 miles, and back, once a week.	Bradford S. Miles	do	396 00	From Aug. 27, 1856, to June 30, 1858.	do
5238. From Prettman's, Va., to Martinsville, 23 miles, and back, once a week.	D. P. Stanley	do	101 00	From Aug. 1, 1856, to June 30, 1859.	do
1487. From Constantia, N. Y., to Central Square, 8 miles, and back, six times a week.	William Scott	do	95 00	From ———, to June 30, 1857.	do
Special. Mohegan, R. I., to be supplied from Statesville, 4 miles, six times a week.	John Taylor	do	030 00	From July 21, 1856, to June 30, 1857.	July 24, 1856
Special. Lumberville, N. Y., to be supplied from Clark's Ferry, 4 miles, twice a week.	J. Y. Tompkins	do	052 00	From Aug. 2, 1856, to June 30, 1857.	July 26, 1856

Order rescinded; contractor declined to execute contract.

† Contract not executed. Service recognized from July 30, 1856.

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
3201. From Harrisburg, Pa., to Pittsburg, 250 miles, and back, twice daily, with a branch to Hollidaysburg, 10 miles, daily, and to Indiana, 20 miles, daily.	Pennsylvania Railroad Co.	Railroad -----	\$65,000 00	From Oct. 1, 1856, to June 30, 1860.	July 29, 1856	
969. From Norwalk, Ct., to Redding Ridge, 15 miles, and back, three times a week.	Bradley Burr-----	Not specified-----	125 00	From Aug. 5, 1856, to June 30, 1857.	July 30, 1856	
3158. From Great Bend, Pa., to New Hampton, N. J., 133 miles, and back, six times a week.	Delaware, Lackawanna, and Western Railroad Co.	Railroad-----	7,980 00	From July 1, 1856, to June 30, 1860.	-----do-----	
Special. McCartyville, Cal., to be supplied from Santa Clara, 9 miles, once a week.	B. Josephs -----	Not specified-----	9100 00	From Jan. 2, 1856, to June 30, 1858.	Aug. 2, 1856	
5167. From White Haven, Pa., to Merwinsburg, 21 miles, and back, once a week.	Franklin Merwine----	-----do-----	200 00	From July 23, 1856, to June 30, 1860.	-----do-----	
3481. From Allentown, Pa., to North White Hall, 8 miles, and back, three times a week.	Abm. Neff.-----	-----do-----	120 00	From -----, to June 30, 1860.	-----do-----	Date of commencement not reported.
3074. From Oxford, Pa., to Oak Hill, 8 miles, and back, three times a week.	John B. Shaffer-----	-----do-----	275 00	From -----, to June 30, 1860.	Aug. 5, 1856	Do.



7187. From Millville, Ala., to Andalusia, 40 miles, and back, once a week.	Andrew J. Fletcher.	-----do-----	230 00	From Sept. 6, 1856, to June 30, 1858.	-----do-----
9302. From Cincinnati, Ohio, to Richmond, Ia., 73 miles, and back, six times a week.	Easton and Hamilton Railroad Company.	Railroad-----	4, 963 00	From -----, to June 30, 1860.	-----do-----
Special. Ellsworth, N. H., to be supplied from Rumney, 8 miles, three times a week.	Obadiah B. Kelley	Not specified-----	040 00	From July 2, 1856, to June 30, 1857.	Aug. 6, 1856
9395. From Fort Des Moines, Iowa, to Winterset, 33 miles, and back, three times a week.	E. S. Alvord	Two-horse coaches-----	350 00	From Aug. 18, 1856, to June 30, 1858.	-----do-----
9037. From Ocoila, Mo., to Harrisonville, 65 miles, and back, once a week.	Henry Pollard	With certainty, security, and security.	349 00	From Aug. 26, 1856, to June 30, 1858.	Aug. 8, 1856
13501. From Onargo, Ill., to Iroquois, 27 miles, and back, six times a week.	George Hoyle	Two-horse hacks-----	450 00	From Aug. 25, 1856, to June 30, 1858.	-----do-----
8664. From Philadelphia, Tenn., to River Side, 16 miles, and back, three times a week.	Richard B. Regan	Not specified-----	200 00	From Sept. 1, 1856, to June 30, 1858.	Aug. 12, 1856
9303. From Cincinnati, Ohio, to Dayton, 60 miles, and back, six times a week.	Cincinnati, Hamilton, and Dayton Railroad Company.	Railroad-----	7, 500 00	From July 1, 1856, to June 30, 1860.	-----do-----
8665. From Tullahoma, Tenn., to McMinnville, 35 miles, and back, daily.	McMinnville & Manchester Railroad Company.	-----do-----	1, 750 00	From April 1, 1857, to June 30, 1858.	-----do-----
8075. From Birdsville, Tex., to Weatherford, 35 miles, and back, once a week.	W. H. Robinson	Not specified-----	350 00	From Nov. 29, 1856, to June 30, 1858.	Aug. 13, 1856
Special. Sea Port, Me., to be supplied from Swan's Island, 4 miles, once a week.	Francis Vauteor.	-----do-----	025 00	From Sept. 18, 1856, to June 30, 1857.	-----do-----

Contract not executed; service recognised from July 1, 1856.

CONTRACTS FOR CARRYING THE MAILS.

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
6158. From Cheraw, S. C., to Chesterfield C. H., 12 miles, and back, three times a week.	John D. Pickard ----	Not specified -----	\$200 00	From Sept. 10, 1856, to June 30, 1859.	Aug. 19, 1856	
9030. From St. Louis, Mo., to Jefferson City, 125 miles, and back, six times a week.	Pacific Railroad Company.	Railroad -----	15,625 00	From March 1, 1856, to June 30, 1858.	Aug. 20, 1856	
9936. From Annapolis, Md., to Baltimore.	John T. Yewell ----- Edward C. Williams -	Not specified -----	96 00 12 50	Quarter ended June 30, 1856.	-----do-----	Service recognized, and directed to be charged to transportation.
Special. Lynchwood, S. C., to be supplied from Camden, 18 miles, once a week.	L. W. R. Blain -----	-----do-----	10 00	From July 13, 1856, to June 30, 1859.	-----do-----	
14732a. From Laporte, Ind., to Plymouth, 30 miles, and back, six times a week.	Cincinnati, Peru, and Chicago Railroad Company.	Railroad -----	900 00	From Sept. 3, 1856, to June 30, 1858.	Aug. 22, 1856	
8327. From Russellville, Ky., to Tompkinsville, 82 miles, and back, once a week.	John M. Hill -----	Not specified -----	300 00	From Oct. 25, 1856, to June 30, 1858.	-----do-----	See curtailments of this date.
3982. From Cambridge, Md., to Bucktown, 10 miles, and back, once a week.	Edward Street -----	-----do-----	75 00	From Sept. 1, 1856, to June 30, 1860.	Aug. 26, 1856	.
9120. From Bayard, Ohio, to New Philadelphia, 32 miles, and back, six times a week.	Cleveland and Pittsburgh Railroad Company.	Railroad -----	1,372 00	From -----, to June 30, 1860.	-----do-----	Contract not executed; service recognized from July 1, 1856.
5838. From Clinton, N. C., to Lobbinsville, 14 miles, and back, once a week.	Everett Patterson -----	Not specified -----	75 00	From Sept. 13, 1856, to June 30, 1859.	-----do-----	

CONTRACTS FOR CARRYING THE MAILS.

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13303a. From Elizabethtown, Ill., to Cave in Rock, 3 miles, and back, twice a week.	John Mitchell.....	Not specified.....	127 00	From Oct. 15, 1857, to June 30, 1858.	Sept. 5, 1856	Pay estimated, \$16 50 the round trip.
3342. From Washington, Pa., to Steubenville, Ohio, 30 miles, and back, once a week.	John P. Gamble.....	.....do.....	250 00	From Sept. 19, 1856, to June 30, 1860.	Sept. 16, 1856
3676. From Federalburg, Md., to Concord, — miles, and back, three times a week.	William Cannon.....	.....do.....	600 00	From Sept. 11, 1856, to June 30, 1860.	.....do.....
3388. From Paducah, Ky., to Cairo, Ill., 50 miles, and back, daily.	Samuel Milliken.....	Steamboat.....	6,022 50	From Sept. 24, 1856, to June 30, 1857.	Sept. 17, 1856	
3028. From Enterprise, Pa., to Groff's Store, 3 miles, and back, six times a week.	Daniel Groff	Not specified.....	50 00	From Oct. 1, 1856, to June 30, 1860.do.....	Date of commencement not reported.
3028a. From Bareville, Pa., to Terre Hill, 9 miles, and back, three times a week.	John Wenger	Two-horse coaches.....	200 00	From July 1, 1856, to June 30, 1860.	.....do.....
8666. From Knoxville, Tenn., to Russellville, 48½ miles, and back, six times a week.	East Tennessee and Virginia Railroad Company.	Railroad.....	2,425 00	From Oct. 1, 1856, to June 30, 1858.	Sept. 18, 1856	
8370. From Campbellsville, Ky., to Neatsville, 16 miles, and back, once a week.	Grandison Sherril ...	Not specified.....	80 00	From ———, to June 30, 1858.	.....do.....
1319. From Fredonia, N. Y., to Arkwright Summit, 8 miles, and back, twice a week.	Jonas Emery.....do.....	50 00	From Sept. 1, 1856, to June 30, 1857.	Sept. 19, 1856	Contract not executed. Service recognized from Dec. 24, 1856.
8635. From Memphis, Tenn., to Brownsville, 57½ miles, and back, daily.	Memphis and Ohio Railroad Company.	Railroad	2,866 00	From Oct. 15, 1856, to June 30, 1858.	.....do.....
2868. From Hope, N. J., to Columbia, 9 miles, and back, three times a week.	John Loller.....	Not specified	200 00	From Nov. 5, 1856, to June 30, 1860.	Sept. 24, 1856	
7315. From Jackson, Miss., to Canton, 20 miles, and back, daily.	Jackson, N. Orleans, and Great Northern Railroad Co.	Railroad.....	2,600 00	From ———, to June 30, 1858.	.....do.....

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
6515. From Chenuba, Ga., to Springtown, 65 miles, and back, once a week.	A. P. Cannon†	Not specified	\$550 00	From _____, to June 30, 1857.	Sept. 24, 1856	
5851. From Clinton, N. C., to Elizabethtown, 36 miles, and back, once a week.	Alexander Carter	do	190 00	From Nov. 4, 1851, to June 30, 1857.	do	
8278. From London, Ky., to Russellville, 98 miles, and back, three times a week.	D. C. & J. B. Dunn	Four-horse coaches to Cumberland Gap, two-horse coaches residue of route.	5,925 00	From Sept. 15, 1856, to June 30, 1858.	Sept. 27, 1857	See curtailments of this date.
Special. Spanish Flat, Cal., to be supplied from Colona, 6 miles, three times a week.	Jacob Finchback	Not specified	0100 00	From _____, to June 30, 1858.	do	Date of commencement not reported.
6514. From Blakely, Ga., to Bainbridge, 45 miles, and back, once a week.	Abraham H. McLaws	Buggy	400 00	From Oct. 1, 1856, to June 30, 1857.	do	
2900. From Belvidere, N. J., to Harmony, 7 miles, and back, three times a week.	George Suydam	Not specified	166 00	From Sept. 1, 1856, to June 30, 1860.	Oct. 4, 1856	
7203. From Daleville, Ala., to Andalusia, 58 miles, and back, three times a week.	J. H. Calloway	With certainty, certainty, and security.	700 00	From Nov. 20, 1856, to June 30, 1857.	Oct. 8, 1856	
Special. Boylston Centre, Mass., to be supplied from West Boylston, 3 miles, three times a week.	Jonathan Bush	Not specified	0100 00	From July 1, 1856, to June 30, 1857.	do	
3483. From Media, Pa., to Marple, 6 miles, and back, three times a week.	Caleb Hooper	do	125 00	From Oct. 20, 1856, to June 30, 1860.	Oct. 10, 1856.	

1476. From Churubusco, N. Y., to Frontier, 4½ miles, twice a week.	Samuel Calkin .....	.....do.....	52 00	From Sept 30, 1856, to June 30, 1857.	Oct. 11, 1856.
1483. From East Java, N. Y., to Strykersville, 10 miles, and back, twice a week.	Daniel Steele .....	.....do.....	72 00	From July 1, 1856, to June 30, 1857.	.....do.....
7204. From Gadsden, Alabama, to Bellefonte, — miles, and back, once a week.	Daniel M. Martin.....	.....do.....	500 00	From Nov. 27, 1856, to June 30, 1858.	Oct. 14, 1856.
9488. From Fort Dodge, Iowa, to Sioux City, 116 miles, and back, once a week.	E. S. Alvord.....	Two-horse coaches.	1,500 00	From Nov. 16, 1856, to June 30, 1858.	.....do.....
9489. From Fort Dodge, Iowa, to Algona, 46 miles, and back, once a week.	W. Skinner.....	Not specified.....	416 00	From Oct. 16, 1856, to June 30, 1858.	.....do.....
7383. From Thomastown, Mississippi, to Carthage, 26 miles, and back, once a week.	R. W. CIVILS .....	.....do.....	102 00	From Sept. 20, 1856, to June 30, 1858.	Oct. 16, 1856.
8017. From Port Lavaca, Texas, to Texana, 27 miles, and back, once a week.	G. Remola.....	Sail-packets or passenger boats.	270 00	From Nov. 1, 1856, to June 30, 1858.	.....do.....
8498a. From Knoxville, Tennessee, to Rogersville, 66 miles, and back, twice a week.	T. J. Earnest	Not specified.....	1,050 00	From Nov. 3, 1856, to June 30, 1858.	Oct. 21, 1856.
3247. From Bloomsburg, Pa., to White Hall, 14 miles, and back, three times a week.	Israel Biddle.....	.....do.....	240 00	From Oct. 16, 1856, to June 30, 1860.	.....do.....
6836. From Tallahassee, Fla., to Ridleyville, 80 miles, and back, once a week.	Moses Beasley.....	.....do.....	400 00	From Nov. 11, 1856, to June 30, 1859.	Oct. 22, 1856.
7792a. From Lake Providence, La., to Milliken's Bend, 25 miles, and back, twice a week.	James M. Galloway.....	.....do.....	595 00	From Nov. 8, 1856, to June 30, 1858.	Oct. 23, 1856.

† Cannon died without executing contract. Contract ordered with J. E. Lee, at same rate, who commenced service December 14, 18.

CONTRACTS FOR CARRYING THE MAILS.

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
8612a. From Durhamsville, Tenn., to Ripley, 6 miles, and back, twice a week.	Wm. E. Fain	Not specified.....	\$95 00	From Nov. 21, 1856, to June 30, 1858.	Oct. 24, 1856.	
5160. From Swansenville, Va., to Martinsville, 26 miles, and back, twice a week.	David Farley	do.....	300 00	From Oct. 1, 1856, to June 30, 1859.	Oct. 25, 1856.	
3404. From Newcastle, Pa., to Poland, 16 miles, and back, six times a week.	B. Niblock	Two-horse coaches.	600 00	From Nov. 8, 1856, to June 30, 1860.	.....do.....	See curtailments of July 16, 1856, discontinuing this service. Service now restored.
Special. Waldo, Oregon Ter., Vanney & Kerby, to be supplied from Jacksonville, 30 miles, twice a week.	James Kerby.....	Not specified.....	300 00	From -----, to June 30, 1858.	Oct. 31, 1856.	Date of commencement not reported.
7350a. From Jacinto, Miss., to Corinth, 28 miles, and back, three times a week.	B. Burnett....	do.....	449 00	From Dec. 8, 1856, to June 30, 1858.	Nov. 3, 1856	
15008. From Tarkio, Neb. Ter., to Brownsville, 28 miles, and back, once a week.	S. F. Nuckolls	do.....	323 50	From Oct. 1, 1856, to June 30, 1858.	.....do.....	
8813. From Mount Sterling, Mo., to Jefferson City, 40 miles, and back; once a week to Levin, twice a week redline of route.	Moore & Walker.....	do.....	1,500 00	From March 1, 1856, to June 30, 1858.	Nov. 4, 1856	
Special. St Andrew's, N. Y., to be supplied from Waldo, 3 miles, three times a week.	Lotan Kidd.....	do.....	336 00	From -----, to June 30, 1857.	Nov. 6, 1856	Date of commencement not reported.

Special. Cañon City, Cal., to be supplied from Weaverville, 18 miles, once a week.	L. M. Ravely.....	.....do.....	°156 00	From July 5, 1856, to June 30, 1858.	Nov. 8, 1856	
3346. From Smith's Ferry, Pa., to Ohlerville, 2½ miles, and back, twice a week.	Sam'l Blackmore.....	.....do.....	50 00	From Nov. 1, 1856, to June 30, 1860.	.....do.....	
9276. From Toledo, Ohio, to Bryan, 55 miles, and back, six times a week.	Northern Indiana Air Line Railroad Company.	Railroad.....	2,750 00	From Oct. 29, 1856, to June 30, 1860.	.....do.....	
7814. From Alexandria, La., to Natchitoches, 85 miles, and back, three times a week.	J. S. Gibson.....	Four-horse coaches	5,970 00	From Jan. 1, 1856, to June 30, 1858.	Nov. 10, 1856	
9409. From Union City, Ohio, to Indianapolis, 85 miles, and back, twelve times a week.	Indianapolis, Pittsburg, & Cleveland Railroad Company.	Railroad.....	12,750 00	From Oct. 1, 1856, to June 30, 1860.	Nov. 11, 1856	
9188. From Gallon, Ohio, to Union City, 119 miles, and back, twelve times a week.	Bellefontaine and Indianapolis Railroad Company.	.....do.....	17,850 00	From Oct. 1, 1856, to June 30, 1860.	.....do.....	
5852. From Plymouth, N.C., to Hamilton, 60 miles, and back, three times a week.	Roanoke Steamboat Company.	Steamboat.....	1,515 00	From Nov. 11, 1856, to June 30, 1859.	Nov. 15, 1856	
12570. From Los Angeles, Cal., to San Pedro, 25 miles, and back, two or three times a month, as arrivals of coastwise mail steamers may require.	Phineas Banning.....	Not specified.....	300 00	From _____, to June 30, 1858.	.....do.....	Date of commencement not reported.
3068. From Lima, Pa., to Howellville, 3 miles, and back, three times a week.	David Coppeck.....	.....do.....	75 00	From Nov. 10, 1854, to June 30, 1860.	.....do.....	
3196. From Harrisburg, Pa., to Auburn, 59 miles, and back, daily.	Dauphin and Susquehanna Railroad Co.	Railroad.....	1,770 00	From Oct. 1, 1856, to June 30, 1860.	Nov. 18, 1856	
3002. From Philadelphia, Pa., to Pottsville, 97 miles, and back, twelve times a week.	Philadelphia & Reading Railroad Company.	.....do.....	14,218 00	From Oct. 1, 1856, to June 30, 1860.	Nov. 29, 1856	

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
13141. From Saugatuck, Mich., to South Haven, 23 miles, and back, once a week.	John S. Payne.....	Not specified.....	\$150 00	From Jan. 1, 1857, to June 30, 1858.	Nov. 29, 1856	
2901. From Newton, N. J., to Flatbrookville, 14 miles, and back, twice a week.	Jacob Smith .....	.....do.....	185 00	From Jan. 7, 1857, to June 30, 1857.	-----	Temporary service.
13554. From Morris, Ill., to Sandwich, 24 miles, and back, six times a week.	Horace Severns.....	.....do.....	800 00	From Dec. 22, 1856, to June 30, 1858.	Dec. 1, 1856	
14791. From Brookville, Ind., to Spade's Station, 15 miles, and back, six times a week.	Batzner & Woodward.....	.....do.....	300 00	From Jan. 19, 1857, to June 30, 1858.	Dec. 5, 1856	
7205. From Mexico, Ala., to Democrat, 12 miles, and back, once a week.	Martin Robertta.....	.....do.....	56 00	From Feb. 27, 1857, to June 30, 1858.	-----do-----	
5261. From St. Mary's, Va., to Schumla, 164 miles, and back, three times a week.	F. M. Randolph.....	Two-horse coaches 7 months; horse residue of the year.	278 00	From Jan. 1, 1856, to June 30, 1859.	Dec. 9, 1856	
3484. From North Orwell, Penn., to Rome, 4 miles, and back, three times a week.	Albert Prince.....	Not specified.....	77 00	From Nov. 4, 1856, to June 30, 1860.	Dec. 10, 1856	
3486. From Thornton, Penn., to Dilworthtown, 3 miles, and back, three times a week.	T. W. Pilkington.....	.....do.....	75 00	From Jan. 1, 1857, to June 30, 1860.	-----do-----	
73506. From Bone Yard, Miss., to Kossuth, 8 miles, and back, three times a week.	John H. Keithdo.....	75 00	From Dec. 29, 1856, to June 30, 1858.	Dec. 11, 1856	

CONTRACTS FOR CARRYING THE MAILS.

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13256a. From Springfield, Ill., to Beardstown, 57 miles, and back, three times a week.	Joel W. Davis.....	Two-horse coaches.	900 00	From Jan. 31, 1857, to June 30, 1858.do.....
970. From Columbia, Conn., to Andover, 4 miles, and back, six times a week.	Orlando J. Williams..	Not specified.....	125 00	From Dec. 17, 1856, to June 30, 1857.	Dec. 15, 1856
Special. North Sanford, N. Y., to be supplied from Sanford, 5½ miles, once a week.	Lewis Burlingame .....	.....do.....	918 75	From -----, to June 30, 1857.	Dec. 18, 1856
2803. From New York, N. Y., to Hackettstown, N. J., 63 miles, and back, twelve times a week.	Morris and Essex Railroad Company.	Railroad.....	6,300 00	From Jan. 1, 1857, to June 30, 1860.	.....do.....
5262. From Campbell, C. H., Va., to Concord, 9 miles, and back, six times a week.	John Harden	With certainty, security, and security.	120 00	From Jan. 1, 1857, to June 30, 1857.	Dec. 19, 1856
5263. From Campbell C. H., Va., to Pittsylvania C. H., 44 miles, and back, twice a week.	David T. Harvey	Not specified.....	643 00	From Jan. 1, 1857, to June 30, 1857.	.....do.....
5264. From Pittsylvania C. H., Va., to Danville, 20 miles, and back, six times a week.	A. G. Walters.....	.....do.....	193 00 (for the term.)	From Jan. 1, 1857, to June 30, 1857.	.....do.....
7486. From Tataville, Miss., to Grenada, 65 miles, and back, six times a week.	John P. Alexander & Co.	Four-horse coaches.	1,899 00	From Jan. 6, 1857, to June 30, 1858.	Dec. 20, 1856
7485. From Memphis, Tenn., to Tateville, Miss., 40 miles, and back, six times a week.	Mississippi and Tennessee Railroad Co.	Railroad	1,200 00	From Dec. 20, 1856, to June 30, 1858.	.....do.....
14027. From Red Wing, Min. Ter., to Henderson, 80 miles, and back, once a week.	J. R. Brown	Not specified	200 00	From April 24, 1857, to June 30, 1858.	Dec. 31, 1856

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
1489. From Port Henry, N. Y., to Vergennes, 13 miles, and back, six times a week during suspension of navigation.	John Mooreby.....	Not specified.....	\$150 00	From Jan. 12, 1857, to June 30, 1857.	Dec. 31, 1856	
3273. From Blossburg, Penn., to Corning, N. Y., 40 miles, and back, six times a week.	Tioga Railroad Co....	Railroad	2,000 00	From Jan. 1, 1857, to June 30, 1860.	Jan. 3, 1857	
3200. From Harrisburg, Pa., to Chambersburg, 52 miles, and back, twelve times a week.	Cumberland Valley Railroad Company.	.....do.....	5,200 00	From Jan. 1, 1857, to June 30, 1860.	.....do.....	
2838. From Waterloo, N. J., to Newton, 11 miles, and back, twelve times a week.	Sussex Railroad Co....	Railroad	550 00	From Jan. 1, 1857, to June 30, 1860.	.....do.....	
3919. From Annapolis, Md., to Annapolis Junction, 20 miles, and back, thirteen times a week.	Annapolis and Elkridge Railroad Co.	.....do.....	2,858 00	From Jan. 1, 1857, to June 30, 1860.	.....do.....	
2802. From New York to Easton, N. J., 76 miles, and back, twelve times a week.	Central Railroad Co. of New Jersey.	Railroad from Easton to Elizabethport, thence by steamboat route of route.	7,600 00	From Jan. 1, 1857, to June 30, 1860.	.....do.....	
3243. From Sunbury, Penn., to Milton, 14 miles, and back, six times a week.	Sunbury and Erie Railroad Company.	Railroad	600 00	From Jan. 1, 1857, to June 30, 1860.	.....do.....	
8566a. From Shelbyville, Tenn., to Lynchburg, 184 miles, and back, twice a week.	James Stallions.	Not specified.....	200 00	From Jan. 7, 1857, to June 30, 1857.	Jan. 5, 1857.	

8657. From Centreville, Tennessee, to Britt's Landing, 37 miles, and back, once a week.	E. W. Nunnelee -----	-----do-----	260 00	From Feb. 12, 1857, to June 30, 1858.	Jan. 6, 1857.
14513a. From Shelbyville, Indiana, to Rushville, 20 miles, and back, six times a week.	T. Poe, jr., & B. W. Bell.	-----do-----	950 00	From Jan. 23, 1857, to June 30, 1858.	Jan. 13, 1857.
8531a. From Paperville, Tennessee, to Bristol, 10 miles, and back, twice a week.	Eli Marsh -----	-----do-----	49 00	From Feb. 7, 1857, to June 30, 1858.	Jan. 17, 1857.
6869. From Welaka, Fla., to Piatka, 25 miles, and back, once a week.	Lewis C. Gaines -----	-----do-----	208 00	From May 9, 1857, to June 30, 1859.	Jan. 30, 1857.
9383. From West Union, Iowa, to Prairie du Chien, Wis., 43 miles, and back, six times a week.	W. M. Crandall -----	Two-horse backs.	1,400 00	From March 3, 1857, to June 30, 1857.	Feb. 2, 1857.
9383a. From West Union, Iowa, to Osage, 78 miles, and back, three times a week.	M. O. Walker -----	Two-horse stages.	940 00	From Feb. 16, 1857, to June 30, 1857.	-----do-----
3055. From Port Clinton, Penn., to Williamsport, 119 miles, and back, twelve times a week.	Catawissa, Williamsport, and Erie Railroad Company.	Railroad -----	11,900 00	From July 1, 1856, to June 30, 1860.	Feb. 5, 1857.
3260. From Williamsport, Penn., to Elmira, 77 miles, and back, twelve times a week.	Williamsport and Elmira Railroad Co.	-----do-----	7,700 00	From July 1, 1856, to June 30, 1860.	-----do-----
14035. From Anoka, M. T., to Mille Lac, 80 miles, and back, once a week.	Samuel Ross -----	Two-horse vehicle.	390 00	From Mar. 30, 1857, to June 30, 1858.	-----do-----
6171. From Jefferson, S. C., to Camden, 39 miles, and back, once a week.	Silas Ingram -----	Not specified.	374 00	From Mar. 27, 1857, to June 30, 1857.	Feb. 13, 1857.
6170. From Chesterfield C. H., S. C., to Jefferson, 24½ miles, & back, twice a week.	Oliver P. Edgeworth.	-----do-----	350 00	From Mar. 30, 1857, to June 30, 1857.	-----do-----

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
9040. From Georgetown, Mo., to Marshall, 30 miles, and back, once a week.	Jesse M. Pemberton.	Not specified.	\$249 00	From Mar. 19, 1857, to June 30, 1858.	Feb. 18, 1857.	
13002a. From Detroit, Mich., to Monroe, 40 miles, and back, six times a week.	Detroit, Monroe, and Toledo Railroad Co.	Railroad	4,000 00	From Feb. 9, 1857, to June 30, 1858.	-----do-----	
7478. From Carthage, Miss., to Union, 36 miles, and back, once a week.	A. J. Bobbitt	Not specified.	170 00	From July 2, 1856, to June 30, 1858.	Feb. 19, 1857.	
3510. From Philadelphia, Penn., to junction with Lehigh Valley railroad, with branch to Doylestown, 64.30 miles, and back, six times a week.	North Pennsylvania Railroad Company.	Railroad	2,756 00	From April 15, 1857, to June 30, 1860.	-----do-----	
9137. From Millersburg, O., to Warsaw, 22 miles, and back, once a week.	L. Shaw	Not specified.	125 00	From March 11, 1857, to June 30, 1860.	Feb. 20, 1857	
5265. From Marksville, Va., to Luray, 10 miles, and back, twice a week.	Paschal Graves	-----do-----	100 00	From Feb. 24, 1857, to June 30, 1859.	-----do-----	
12544. From Los Angeles, Cal., to Visalia, 230 miles, and back, once in two weeks.	David Smith	-----do-----	2,300 00	From April 1, 1857, to June 30, 1858.	Feb. 25, 1857	
7589. From Batesville, Ark., to Evening Shade, 24 miles, and back, once a week.	J. W. Shaver	-----do-----	300 00	From April 6, 1857, to June 30, 1858.	Feb. 27, 1857	
284. From Bristol, N. H., to New Hampton, 5 miles, and back, six times a week.	Fletcher Wells	-----do-----	100 00	From March 3, 1857, to June 30, 1857.	-----do-----	

CONTRACTS FOR CARRYING THE MAILS.

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	From Jan. 1, 1857, to June 30, 1860.	Feb. 28, 1857
Gorman, Wigle & Bedford.	Two-horse coaches.	4,320 00
J. M. Hunt & J. H. Scranton.	Steamboats-----	22,400 00
Chester Van Deusen..	Not specified-----	975 00
H. C. Pierce-----	With certainty, certainty and security.	200 00
James Haworth.	Not specified-----	9400 00
Daniel M. Martin.....	Two-horse coaches.	1,100 00
Hiram Hickam-----	Not specified-----	450 00
Burlington & Missouri River Railroad Company.	Railroad-----	1,278 00
James E. Bentley	Not specified-----	925 25
Pittsburgh and Connellsville Railroad Company. R. F. Northern-----	Railroad----- In sulks-----	2,400 00 392 00

CONTRACTS FOR CARRYING THE MAILS.

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
6826. From Homosassa, Fla., to Long Pond, 72 miles, and back, once a week.	John J. Wester.....	Not specified.....	\$600 00	From April 30, 1857, to June 30, 1859.	April 4, 1857	See curtailments of this date.
7244. From Madison Station, Ala., to Triana, 9 miles, and back, three times a week.	Charles C. Gordon....	.....do.....	200 00	From April 1, 1857, to June 30, 1858.	April 25, 1857	
7246. From Somerville, Ala., to Monroe, 6 miles, and back, once a week.	Nathan Fletcher.....	.....do.....	40 00	From April 1, 1857, to June 30, 1858.	.....do.....	
6172. From Greenville C. H., S. C., to Pickensville, 14 miles, and back, once a week.	Andrew B. C. Trotter..	.....do.....	64 75	From May 15, 1857, to June 30, 1858.	.....do.....	
5266. From Bestland, Va., to Miller's Tavern, 6 miles, and back, twice a week.	James Durham.....	Not specified.....	49 50	From May 8, 1857, to June 30, 1859.	.....do.....	
4098. From Hicksburgh, Md., to Vienna, 10 miles, and back, three times a week.	William W. Henry....	.....do.....	150 00	From April 22, 1857, to June 30, 1860.	May 7, 1857.	
— From Jefferson City, Mo., to St Joseph.	Moore & Walker.....do.....	467 00do.....	May 9, 1857.	The mails having accumulated largely at Jefferson City, the services of Richardson's Missouri Express Company, recognized in conveying on the 21st February, 1857, 48 sacks to St. Joseph and to intermediate points,

CONTRACTS FOR CARRYING THE MAILS.

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at \$48 ; on the 27th February, 1857, 165 sacks, at \$155 ; on the 5th March, 1857, 82 sacks, at \$82 ; and on the 9th of March, 1857, 109 sacks, at \$109, amounting to \$394, paid by Moore & Walker, contractors on route No. 8808, Jefferson City to Boonville ; and on the 29th of March, 1857, the conveyance by Moore & Walker by special agreement with the postmaster, of 21 heavy sacks of mail matter, at \$73—making in all \$467.

May 11, 1857.

From June 1, 1857,
to June 30, 1858.

85,000 00

In steamboats during navigation, and in carriages of sufficient size and strength to carry the whole mail during suspension of navigation.

Louis A. Welton.....

9029. From Jefferson City, Mo., to St. Joseph, 548 miles, and back, six times a week, supplying the following offices on the river regularly, going and returning, viz : Claysville, Eureka, Marion, Nashville, Providence, Rockport, Boonville, Arrow Rock, Glasgow, Cambridge, Brunswick, Devitt, Miami, Hill's Landing, Waverly, Berlin, Lexington, Wellington, Caunden, Richfield, Sibley, St. Bernard, Wayne

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
9029. From Jefferson City, &c.—Continued. City, Liberty Landing, Kansas, Wyandotte City, Parkville, Quindaro, Delaware City, Fort Leavenworth, Weston, Kickapoo City, Jatan, Atchison, Doni- phan, Palermo, and St. Joseph, together with such other offices as may here- after be established at con- venient and accessible in- termediate landings there- on. Also, the following side offices to be supplied in due connexion, to wit: Columbia, Fayette, Lib- erty, Independence, West- port, and Platte City, six times a week, and back; and Ashland, Dixonville, Lookout, California, James- town, Midway, Clark's Fork, Flagah, Kytesville, Lamine, Bryan, Marshall, Pleasant Park, Manlius, Carrollton, Dover, Rich- mond, Crab Orchard, Barry, Delaware, DeKalb, and	Louis A. Welton.....	In steamboats dur- ing navigation, and in carriages of sufficient size and strength to carry the whole mail during sus- pension of navi- gation.	\$85,000 00	From June 1, 1857, to June 30, 1858.	May 11, 1857.	

Sparta, three times a week, and back.	Timothy Ward -----	Not specified -----	175 00	From June 4, 1857, to June 30, 1858.	May 14, 1857.
8888. From Trento, Mo., to Gallatin, 24 miles, and back, once a week.	Roanoke Valley Railroad Company.	Railroad -----	1,043 00	From April 1, 1857, to June 30, 1859.	May 15, 1857.
5672. From Clarksville Junction, N. C., to Clarksville, 22 miles, and back, six times a week.	Oliver H. P. Carey----	Four-horse coaches-----	500 00	From June 2, 1857, to June 30, 1858.	May 20, 1857.
14807. From Anderson, Ia., to Marion, 34 miles, and back, three times a week.	Baltimore and Ohio Railroad Company.	Railroad -----	10,400 00	From Sept. 10, 1857, to June 30, 1860.	-----do-----
3902a. From Grafton, Va., to Parkersburgh, 104 miles, and back, six times a week.	Richmond, Fredericksburg, and Potomac Railroad Company.	-----do-----	19,650 00	From June 1, 1857, to June 30, 1859.	May 21, 1857.
4801. From Washington, D. C., to Richmond, Va., 131 miles, and back, twelve times a week.	Reuben A. Moser-----	Not specified -----	300 00	From July 1, 1857, to June 30, 1858.	May 22, 1857
9531. From Philo, Iowa, to Bedford, 40 miles, and back, once a week.	J. M. Molsberry -----	-----do-----	300 00	From July 1, 1857, to June 30, 1858.	-----do-----
9534. From Freeman, Iowa, to Shell Rock Falls, 31 miles, and back, once a week.	George Harden-----	-----do-----	220 00	From July 2, 1857, to June 30, 1858.	-----do-----
7478. From Carthage, Miss., to Union, 36 miles, and back, once a week.	N. M. Hancock-----	-----do-----	140 00	From June 17, 1857, to June 30, 1859.	May 25, 1857
5267. From Brookneal, Va., to Aspenwall, 12 miles, and back, twice a week.	Tallahassee Railroad Company.	Railroad -----	1,087 50	From June 15, 1857, to June 30, 1859.	-----do-----
6870. From Tallahassee, Fla., to St. Mark's, 21½ miles, and back, six times a week from October 1 to May 1 in each year, and three times a week residue of year.					

This route is under a Maryland No.

No. 2--Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
4010. From Cockeysville, Md., to Black Rock, 12 miles, and back, twice a week.	Wm. Underwood, Jr.	Not specified.	\$150 00	From June 1, 1857, to June 30, 1858.	May 29, 1857	
4819. From Bowling Green, Va., to Milford Depot, 2½ miles, and back, twelve times a week.	John J. Ennis.	With certainty, competency, and security.	38 00	From _____, to June 30, 1859.	June 4, 1857	June 10, 1857, rescinded; contractor declining to execute contracts.
6514. From Blakely, Ga., to Bainbridge, 46 miles, and back, twice a week.	A. H. McLane.	Buggies	800 00	From July 1, 1857, to June 30, 1859.	.....do.....	
7247. From Chittasaw, Ala., to Eastport, Miss., 1¼ miles, and back, three times a week.	S. C. Ross	Not specified.	119 00	From June 23, 1857, to June 30, 1858.	June 5, 1857	
8227a. From Springport, Ky., to Port Royal, 4 miles, and back, twice a week.	David Thomson	.....do	50 00	From June 22, 1856, to June 30, 1858.	June 10, 1857	
6530. From Renwick, Ga., to Outhbert, 38 miles, and back, three times a week.	R. J. & D. H. Hill.	Four-horse coaches.	1,200 00	From June 19, 1857, to June 30, 1859.	.....do.....	
7208. From Andalusia, Ala., to William's Mill, 24 miles, and back, once a week.	Henry Williams	Not specified.	125 00	From July 21, 1857, to June 30, 1858.	June 16, 1857	
7249. From Toll Gate, Ala., to Aberdeen, Miss., 48 miles, and back, twice a week.	Lewis F. May	.....do	550 00	From July 22, 1857, to June 30, 1858.	.....do.....	

8499. From Russellville, Tenn., to Bristol, 80 miles, and back, six times a week.	Kent, Ficklin & Peyton.	Four-horse coaches.	12,000 00	From June 12, 1857, to June 30, 1858.	June 24, 1857	See curtailments of this date.
8498. From Russellville, Tenn., to Bristol, 67 miles, and back, twice a week.	Kent, Ficklin & Peyton.	Not specified.	1,000 00	From June 21, 1857, to June 30, 1858.	do.	See curtailments of this date.

No. 3.—*Report of additional allowances made to*

Terminal of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
3950. From Bel-Air to Darlington, Md.	S. B. Selver.....	Three times a week; mode not specified.	13	\$148 00
7925. From Jefferson to Dangerfield, Texas.	H. Davidson.....	.....do.....	31	580 00
7929. From Dangerfield to Clarksville, Texas.	J. G. Harris.....	.....do.....	69	990 00
9174. From Columbus to Lancaster, Ohio.	H. T. Hoyt.....	.....do.....	28	450 00
3973. From Harmony to Ree's Corners, Md.	D. R. Derrickson.	Once a week; mode not specified.	16	150 00
8956. From Hermitage to Hartsville, Mo.	Gatewood, Smith, & Bennett.	.....do.....	81	397 00
704. From Nantasket Depot to Hull, Mass.	N. Beall.....	Three times a week; mode not specified.	8	160 00
9052. From Enon Valley to Ravenna, Ohio.	W. Ward.....	Six times a week, in two-horse hacks.	50	1,699 00
3973. From Harmony to Rock Hall, Md.	D. R. Derrickson.	Twice a week; mode not specified.	20	384 00
2812. From Lafayette to Warwick, N. J.	V. M. Drake.....	Once a week; mode not specified.	24	100 00
3479. From Sinnamahoning to Smithport, Pa.	A. E. Gallup.....	.....do.....	51	300 00
5700. From Dundarrach to Montpelier, N. C.	J. H. McMillan..	Twice a week; mode not specified.	13½	195 00
10252. From New Market to Youngsville, Ohio.	T. Berryman.....	Once a week; mode not specified.	24	98 00

contractors during the fiscal year ended June 30, 1857.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
June 11, 1856	Route to commence at Perryman'sville, and run by Harford Furnace, Churchville, and Glenville, to Hopewell Roads, increasing distance 6 miles, and service improved to six times a week on entire route.	\$60 00	July 1, 1856	Contractor's proposition.
June 14, 1856	Fifty per cent. allowed for a led horse.	290 00	Aug. 9, 1856	
....do.....	Three additional weekly trips.	160 00	Sept. 8, 1856	
June 19, 1856	Three additional weekly trips.	450 00	July 1, 1856	
....do.....	Route to end at Rock Hall, increasing distance 4½ miles, and pay \$42 per annum. One additional weekly trip to be run over the entire route at \$192 addit'l per ann.	234 00	....do.....	
June 20, 1856	Supply of St. Luke, increasing dist. 2 miles.	9 00	July 16, 1856	
....do.....	Three additional weekly trips to North Cohasset, during months of July, August and September	6 25	July 1, 1856	
June 21, 1856	Supply of Berlin Centre, increasing distance 2½ miles.	86 00	....do.....	
June 28, 1856	One addit'l weekly trip..	192 00	....do.....	
....do.....	Route to commence at Vernon, saving 14 miles, and \$58 per annum, and two additional weekly trips to be run on route, as curtailed, at \$84 additional per annum.	26 00	....do.....	
....do.....	Three additional weekly trips to Shippen.	294 00	....do.....	
July 1, 1856	Supply of Montpelier at new site, increasing distance 1 mile.	14 00	June 16, 1856	
....do.....	Supply of Mount Leigh, increasing dist. 2 miles	10 00	July 1, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
4856. From Lynchburg to Marion, Va.	Virginia and Tennessee Railroad Company.	Six times a week, by railroad.	160	\$16,000 00
13026. From Adrian to Napoleon, Mich.	Humphreys & Hibbard.	Three times a week; mode not specified.	27	495 00
7593. From El Dorado to Bartholomew, Ark.	C. Swain.....	Twice a week; mode not specified.	107	1,190 00
7584. From Arkansas Post to Crockett's Bluff, Ark.	D. Crockett.....	Once a week, with certainty, celerity, and security.	43	350 00
5607. From Rocky Mount to Franklinton, N. C.	J. Dent.	Three times a week to Louisburg, six times a week residue of route, in buggies.	58	994 00
8310. From Bradfordsville to Neatsville, Ky.	J. W. Mills.....	Once a week; mode not specified.	30	114 00
8302. From West Point, Ky., to Shawneetown, Ill.	J. McLean.....	Daily, in four-horse coaches nine months, residue of the year in carts.	172	14,298 00
6097. From Spartanburg H. to Hendersonville, S. C.	W. Lankford.....	Once a week; mode not specified.	53½	260 00
6093. From Yorkville to Earlesville, S. C.	W. Lankford.....	.....do.....	76	300 00
5757. From Wadesboro' to Dumas' Store, N. C.	R. Henry.....	.....do.....	18	135 00
5688. From Fayetteville to Swift Island, N. C.	A. H. Saunders ..	.....do.....	80	393 00
5690. From Fayetteville to Robinson's, N. C.	J. W. Steungall...	Three times a week, in sulkies.	74	1,438 00
819. From Pawtuxet to Warwick Neck, R. I.	G. Hoffman	Once a week; mode not specified.	5	50 00
13,105. From Belleville to South Cass, Mich.	J. A. Spaulding..	.....do.....	32	141 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
July 2, 1856	Route extended so as to end at Mattahaw Depot, increasing distance 16 miles.	\$1,600 00	June 20, 1856	
.....do.....	Route to end at Grass Lake, increasing distance 8 miles.	146 64	July 24, 1856	
.....do.....	Supply of Pigeon Hill, increasing distance 1 mile.	11 00	July 21, 1856	
.....do.....	Supply of De Witt, increasing distance 10 miles.	81 00	.....do.....	
.....do.....	Site of Belford changed to Castalia, increasing distance 1½ mile.	22 50	July 1, 1856	
July 3, 1856	Route to commence at Lebanon, increasing distance 10 miles.	38 00	Sept. 12, 1856	
July 5, 1856	Route to commence at Louisville, and run via Lacona, Salina, Grassy Pond, West Point, &c., increasing distance 20 miles.	1,610 00	Aug. 11, 1856	
.....do.....	Name and site of Horse Creek changed to Columbus, increasing distance 4 miles.	19 50	May 9, 1856	
July 8, 1856	Route to end at Columbus, increasing distance 8 miles.	31 00	July 31, 1856	
.....do.....	Route extended from Dumas' Store, by Mangum, Little Mills, Pekin, and Montgomery, to Troy, increasing distance 28 miles.	194 50	July 25, 1856	
.....do.....	Supply of Montgomery, increasing distance 4½ miles.	22 00	Aug. 11, 1856	
July 8, 1856	Supply of Gray's Creek at new site, increasing distance one mile.	19 00	July 16, 1856	
.....do.....	Two additional weekly trips.	50 00	July 14, 1856	Contractor's proposition.
July 9, 1856	One additional weekly trip to Vermontville, 13 miles.	57 25	July 28, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
476. From Stewartstown to Pittsburgh, Vt.	R. Terrill.....	Once a week; mode not specified.	9	\$37 00
7167. From Daleville, Ala., to Fort Gaines, Ga.	A. B. McCarty....	Once a week; with certainty, celerity, and security.	64	499 00
13298. From Fairfield to Maysville, Ill.	W. Berry	Once a week; mode not specified.	23	88 00
6034. From Leesville to Spring Grove, S. C.	R. Wilson.....	-----do-----	54	290 00
9126. From Summittville to Carrollton, Ohio.	D. A. Baker.....	-----do-----	16	124 00
7613. From Fair Forest to Bastrop, Ark.	F. H. Boyd.....	-----do-----	97	550 00
3023. From Penningtonville to Peter's Creek, Pa.	S. D. McConkey..	-----do-----	27	200 00
5021. From Lexington to Natural Bridge, Va.	Wm. Kinkead....	Three times a week; mode not specified.	14	250 00
13783. From Stevens' Point to Wausau, Wis.	C. A. Single.....	Once a week; mode not specified.	41	250 00
3951. From Jarrettsville to State Hill, Md.	A. Miller.....	Three times a week; in two-horse coaches.	15	253 00
13150. From Decatur to Millburg, Mich.	Humphrey & Hubbard.	Once a week; mode not specified.	24	155 30
13079. From Columbus to Alment, Mich.	A. McLean.....	-----do-----	22	200 00
13433. From Waukegan to Richmond, Ill.	F. Shumway.....	-----do-----	32½	168 50
13311. From Golconda to Vienna, Ill.	W. Roe.....	-----do-----	28	125 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
July 9, 1856	Supply of Pittsburgh at new site, increasing distance 3 miles.	\$12 50	June 14, 1856	
.....do.....	One additional weekly trip	499 00	July 30, 1856	
.....do.....	Supply of Maysville at new site, increasing distance 1 mile.	3 83	.....	Date of commencement not reported.
.....do.....	Route to commence at Lexington C. H., increasing distance 12 miles.	64 50	.....	Nov. 18, 1856, contract annulled, contractor refusing to obey orders of the Department, and contract ordered with N. Harman, at \$573, who commenced service January 1, 1857.
.....do.....	Supply of Figley's Mills, increasing distance 1 mile.	8 00	July 1, 1856	
.....do.....	Two additional weekly trips between Fair Forest and Monticello.	248 00	Aug. 25, 1856	
July 11, 1856	One additional weekly trip.	100 00	July 29, 1856	Contractor's proposition.
.....do.....	Route extended to Roaring Run, increasing distance 6 miles.	107 00	July 1, 1856	
July 12, 1856	Two additional weekly trips.	250 00	Nov. 17, 1856	
July 15, 1856	Route extended to Peach Bottom, increasing distance 1½ miles.	25 00	July 17, 1856	
.....do.....	One additional weekly trip.	155 30	July 28, 1856	
.....do.....	Route changed to commence at New Haven and end at Memphis, embracing Richmond and omitting Columbus, East Berlin, and Alment, and two additional weekly trips to be run on route as changed.	50 00	.....do.....	
.....do.....	One additional weekly trip to Antioch, 18 miles.	93 33	Aug. 4, 1856	
July 16, 1856	Two additional weekly trips.	250 00	Aug. 11, 1856	

Terminal of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
13321. From Tamawa to Steel's Mills, Ill.	C. E. R. Winthrop	Once a week; mode not specified.	30	\$141 80
13512. From McLeansboro' to Benton, Ill.	G. Helfner.....	.....do.....	24	118 00
8908. From Liberty to New Market, Mo.	Gatewood, Gate-wood & Smith.	.....do.....	32½	233 00
12804. From Salt Lake City to Ogden City, U. T.	H. Kimball.....	Twice a week; mode not specified.	40	700 00
15221. From Leavenworth City to White Head, K. T.	C. B. Norris.....	Once a week; mode not specified.	52	424 00
15224. From Weston to Atchison, K. T.	C. B. Norris.....	Twice a week; mode not specified.	18	324 00
15239. From Leavenworth to Sac and Fox Agency, K. T.	C. B. Norris.....	Once a week; mode not specified.	100	954 00
8801. From Jefferson City to Warsaw, Mo.	Kimball & Moore.	Three times a week, with certainty, celerity, and security.	79	1,993 00
8944. From Warsaw to Springfield, Mo.	Kimball & Moore.	.....do.....	82	2,493 00
3051. From Reading to Geiger's Mills, Pa.	J. Kendall.....	Once a week; mode not specified.	13	90 00
6935. From Leesville to Orangeburgh C. H., S. C.	W. G. Mack.....	Once a week; mode not specified.	50½	280 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
July 16, 1856	Two additional weekly trips between Tamawa and Pinckneyville, 10½ miles.	\$99 20	July 28, 1856	
-----do-----	Route to commence at Carmi, increasing distance 24 miles.	118 00	Aug. 6, 1856	
July 18, 1856	Route to end at —, increasing distance 4 miles.	28 00	May 19, 1856	
July 19, 1856	Route extended, once a week to Brigham City, increasing distance 25 miles.	218 75	Oct. 10, 1856	
-----do-----	Two additional weekly trips.	848 00	Aug. 19, 1856	
-----do-----	One additional weekly trip.	162 00	Aug. 14, 1856	
July 21, 1856	Route to commence at Leavenworth City, omitting Fort Leavenworth, and run by Alexandria to Lecompton, 40 miles, omitting Nevada and Sac and Fox Agency, saving 60 miles and \$573 per annum; and two additional weekly trips to be run on route as curtailed, at \$762 additional per annum.	189 00	Aug. 5, 1856	
-----do-----	Three additional weekly trips.	1,993 00	Sept. 1, 1856	
-----do-----	-----do-----	2,493.00	Oct. 21, 1856	
July 23, 1856	Route to commence at Birdsboro', saving 7 miles and \$48 per annum; one additional weekly trip to be run on route as curtailed, at \$42 additional per annum, and extended to Blue Rock, 3½ miles, at \$49 additional per annum.	43 00	Aug. 2, 1856	
July 23, 1856	Supply of Leesville at new site, increasing distance 1½ miles.	8 00	June 23, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
8324. From Scottsville to Bowling Green, Ky.	P. Thackston.....	Once a week ; mode not specified.	29	\$136 55
8552. From Harrison to Chattanooga, Tenn.	T. Eldridge.....	Three times a week, with certainty, celerity, and security.	13	125 00
4999. From Lovettsville to Lovettsville, Va.	J. M. Slater.....	Three times a week ; mode not specified.	9	149 00
8804. From Lisle to Caledonia, Mo.	W. Hicks.....	Once a week ; mode not specified.	107½	705 00
14596. From Cartersburg to Bainbridge, Ind.	A. Bowen.....	Six times a week to Danville, twice a week residue of route ; mode not specified.	27	456 00
13443. From Chicago to Woodstock, Ill.	Chicago, St. Paul, and Fond du Lac Railroad Co.	Six times a week by railroad.	51	2,186 00
14051. From Winona to Chatfield, Min. Ter.	D. A. J. Baker....	Once a week ; mode not specified.	37	100 00
13831. From Belleville to Mount Hawkins, Ill.	M. C. J. R. and J. W. Hawkins.	Twice a week to Sparta, once a week residue of route ; mode not specified.	88	536 00
14558. From Laconia to Pekin, Ind.	S. Simcox.....	Once a week ; mode not specified.	50	300 00
3479. From Sinnamahoning to Smithport, Pa.	A. E. Gallup.....	.....do.....	51	594 00
8524. From Maysville to Catlettsburgh, Ky.	R. J. A. Harrison.	Twice a week, with certainty, celerity, and security.	93	1,198 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
July 23, 1856	Order of March 20, 1856, to go by Butlersville, Mount Ariel, and Temperance Hill, modified so as to allow \$28 additional per annum for 10 miles increased distance, instead of \$16 55 for 4 miles.	\$11 45	April 4, 1856	
-----do-----	Route to commence at Cleveland and run via Julian's Gap, William Tucker's, Harrison, and Dearing, to Chattanooga, increasing distance 21 miles.	202 00	Sept. 15, 1856	
-----do-----	Ferriages during quarter ended June 30, 1856.	3 33	-----	
-----do-----	Route to commence at Loose Creek, increasing distance 2 miles.	13 00	June 28, 1856	
July 24, 1856	Route to commence at Belleville, increasing distance 3 miles.	108 00	April 6, 1856	
-----do-----	Route extended to Laurence, increasing distance 16 miles.	685 72	Aug. 19, 1856	
July 26, 1856	Two additional weekly trips.	200 00	Aug. 18, 1856	
-----do-----	Supply of Mud Creek at new site, increasing distance 1 mile.	6 09	-----	Date of commencement not reported.
-----do-----	Supply of Scottsville, increasing distance 2½ miles.	15 00	-----	Do.
-----do-----	Order of June 28, 1856, for improvement of service between Sinnamahoning and Shippen, at \$294 per annum, rescinded, and two additional weekly trips ordered between Smithport and Shippen, at \$316 additional per annum.	22 00	July 1, 1856	
-----do-----	Supply of Forest Spring once a week, increasing distance 4 miles.	25 76	Feb. 20, 1854, to June 30, 1855.	

Terminal of route.	Contractor's name.	Original service.	Original distance.	Original price.
8484. From Sparta to Chattanooga, Tenn.	M. A. Price	Twice a week ; mode not specified.	Miles. 100	3000 00
13770. From Highland to Richland Centre, Wis.	D. McFarland	Once a week, with certainty, celerity, and security.	39	325 00
8302. From Louisville, Ky, to Shawneetown, Ill.	J. McLean	Daily, in two-horse coaches 9 months, and in carts residue of the year.	194	15,908 00
1477. From Cortlandt Village to Groton, N. Y.	R. B. Clark	Six times a week ; mode not specified.	10	175 00
7330. From Coffeeville to Houston, Miss.	J. Kelly	Three times a week, with certainty, celerity, and security.	48	900 00
9250. From Sidney to Lima, Ohio.	W. L. Ross	Twice a week, in two-horse coaches.	36	345 00
9403. From Knoxville to Decatur, Iowa.	N. H. Richardson	Once a week ; mode not specified.	74½	355 00
6389. From Albany to Georgetown, Ga.	M. E. Fulton .....	.....do.....	69½	600 00
4910. From Frederick's Hall to Cartersville, Va.	M. B. Waddy	Twice a week ; mode not specified.	37	358 70
3808. From Canterbury Del. to Federalsburg, Md.	B. P. Connor .....	.....do.....	32	349 00
3437. From Butler to New Brighton, Pa.	S. Love	Once a week ; mode not specified.	29	160 00
2812. From Vernon to Warwick, N. J.	V. M. Drake	Three times a week ; mode not specified.	10	126 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
July 26, 1856	Route changed, after passing Walnut Valley, to go by Looney's Creek and Prigmore's Store to Nickajack, omitting Chattanooga, increasing distance 2 miles.	\$16 00	Aug. 16, 1856	
----do-----	One additional weekly trip.	325 00	Aug. 9, 1856	
----do-----	Ferriages and tolls incurred in carrying out the order of July 5, 1856, to commence route at Louisville, &c.	821 00	-----	
----do-----	Supply of Groton City, increasing distance 1 mile.	17 50	Aug. 22, 1856	
July 28, 1856	A led horse-----	300 00	Aug. 12, 1856	
July 29, 1856	One additional weekly trip.	86 25	Aug. 13, 1856	
----do-----	Order of May 23, 1856, to extend route to Decatur, modified so as to allow \$76 for 16 miles' increased distance, instead of \$57 for 12 miles.	19 00	Aug. 1, 1856	
----do-----	Supply of Palmyra, increasing distance 2 miles.	15 00	Aug. 8, 1856	
----do-----	Tolls for quarter ended March 31 and June 30, 1856, incurred under order of July 21, 1855, to end route at Cartersville.	12 25	-----	
July 30, 1856	Supply of Smithville, increasing distance half a mile.	6 00	July 18, 1856	
Aug. 1, 1856	Two additional weekly trips between Break Neck and Zelionople.	54 00	Aug. 18, 1856	
----do-----	Route to commence at Lafayette, and weekly service between that office and Vernon, via Monroe and Hamburg, restored.	54 00	Aug. 9, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
9446. From Centreville to Clarinda, Iowa.	J. Welsh	Once a week ; mode not specified.	<i>Miles.</i> 132	\$1, 100 00
7517. From Helena to St. Francis, Ark.	G. V. C. Johnson..	Three times a week ; mode not specified.	58	1, 175 00
7522. From St. Francis to Memphis, Ark.	J. Davidson	Twice a week ; mode not specified.	48	975 00
7525. From St. Francis to Gainesville, Ark.	J. Davidson .....	.....do.....	89	889 00
6374. From Thomasville to Monticello, Ga.	M. B. Umphess ...	Once a week ; mode not specified.	33½	275 00
5802. From Rutherfordton to Greenville C. H., N. C.	G. Dickerson .....	.....do.....	50½	169 00
3390. From Franklin to Hartford, Pa.	S. West .....	.....do.....	41	320 00
3087. From Frederick to Kurtstown, Pa.	Hartranft & Co ...	Three times a week, in two-horse coaches.	28	225 00
9435. From Marengo to Toledo, Iowa.	R. B. Groff	Once a week ; mode not specified.	40	240 00
3043. From Phoenixville to Lancaster, Pa.	J. Crawford	Three times a week, in two-horse coaches.	45	675 00
3026. From Parkersburg to Piqua, Pa.	.....	Six times a week, in two-horse coaches.	7	220 00
4930. From Gauley Bridge to Red Sulphur Springs, Va.	P. Hawkins	Once a week ; mode not specified.	86	393 75
5749. From Haywood to Northington, N. C.	B. W. Thomas .....	.....do.....	17	100 00
6146. From Pickensville to Pickensville, S. C.	R. J. Williams ..	.....do.....	19	72 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Aug. 1, 1856	One additional weekly trip to Leon, 52 miles.	\$433 00	-----	Welsh declined; contract ordered with D. A. & L. W. Shooner, who commenced the service on July 22, 1856; pay \$1,533.
-----do-----	Route extended to Taylor's Creek, increasing distance 2 miles.	40 00	July 19, 1856	
-----do-----	Route to commence at Taylor's Creek, increasing distance 3 miles.	61 00	-----do-----	
-----do-----	Route to commence at Taylor's Creek, increasing distance 2 miles.	20 00	July 20, 1856	
Aug. 2, 1856	One additional weekly trip.	275 00	Aug. 18, 1856	This makes the service once a week to West Greenville on horse, and three times a week residue of route in two-horse coaches, agreeably to contractor's proposition.
-----do-----	Supply of Chick's Springs, increasing distance 2 miles.	6 50	Aug. 15, 1856	
-----do-----	Two additional weekly trips between West Greenville and Hartford, at \$166 additional per annum, and route extended to Warren, increasing distance 16 miles, and pay \$251 per annum.	417 00	Aug. 14, 1856	
-----do-----	Route to commence at Limerick, increasing distance 2 miles.	16 00	Sept. 8, 1856	
-----do-----	Fifty per cent. allowed for a led horse.	120 00	Aug. 2, 1856	
Aug. 4, 1856	Three additional weekly trips between New Holland and Lancaster.	100 00	Sept. 3, 1856	
Aug. 5, 1856	Supply of Black Horse, increasing distance one mile.	30 00	Aug. 29, 1856	
-----do-----	One additional weekly trip between Gauley Bridge and Fayetteville, 14 miles.	64 00	Aug. 21, 1856	
-----do-----	Route extended to Summerville, increasing distance 4½ miles.	26 50	Aug. 19, 1856	
-----do-----	Supply of Table Mountain, increasing distance one mile.	3 50	May 15, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
7107. From Tuscaloosa to Jasper, Ala.	D. M. Compton . . .	Twice a week; mode not specified.	56	\$378 00
4. From Augusta to Rockland, Me.	V. D. Pinkham . . .	Three times a week, in four-horse coaches.	46	420 00
6802. From Jacksonville to Tallahassee, Fla.	P. A. Stockton . . .	Twice a week; mode not specified.	192	4,250 00
9393. From Fort des Moines to Macedonia, Iowa.	E. S. Alvord	Once a week, in two-horse coaches.	100	1,900 00
Special. Irbyville supplied from Atlanta, Ga.	Under authority to postmaster to engage service.	Once a week; mode not specified.	6	48 00 (limited to net yield.)
Special. Cusseta supplied from Jamestown, Ga.	T. F. Wooldridge . . .	Twice a week; mode not specified.	7½	100 00 (limited to net yield.)
3951. From Jarrettsville to Peach Bottom, Md.	Jarrett & Street . . .	Three times a week, in two-horse coaches.	16½	278 00
6034. From Lexington to Spring Grove, S. C.	R. Wilson	Once a week; mode not specified.	66	355 50
9375. From Monrovia to Lansing, Iowa.	J. Haney, jr.	do	40	199 00
13035. From Tecumseh to York, Mich.	S. H. Niblack	do	14	97 00
13134. From Grand Haven to Manistee, Mich.	H. Pennoyer	Once a week; mode not specified.	95	\$1,200 00
9391. From Marietta to El Dorado, Iowa.	D. Dillon	do	25	200 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Aug. 6, 1856	Supply of Fairview, increasing distance one mile.	\$7 00	Sept. 14, 1856	
.....do.....	Service changed so as to run six times a week; three of the trips to include Washington and North Union, and three to run from Union, by South Union, Warren, &c., to Rockland, instead of by South Hope, &c.	69 50	Aug. 13, 1856	
.....do.....	Supply of Newburg, increasing distance 2 miles.	44 00	Oct. 23, 1856	
.....do.....	Route extended to Council Bluffs, increasing distance 28 miles, and service improved to three times a week.	1,900 00	Aug. 19, 1856	
.....do.....	Oak Grove embraced, increasing distance 6 miles.	48 00	.....	Date of commencement not reported.
.....do.....	Supply to be from Columbus, & King embraced, increasing distance 7½ miles.	100 00	.....	Do.
Aug. 8, 1856	Order of July 15, 1856, to extend route to Peach Bottom, modified so as to allow \$50 for 3 miles increased distance, instead of \$25 for 1½ mile.	25 00	July 17, 1856	
.....do.....	Supply of Leesville at new site, increasing distance 2 miles.	3 16	April 17, 1856, to July 1, 1856.	
.....do.....	Supply of Wilson's Ford, increasing distance 1½ mile.	7 00	.....	Date of commencement not reported.
.....do.....	Route to end at Lake Ridge, saving 6 miles and \$41 88 per annum, and run one additional weekly trip on route as curtailed, at \$55 44 additional per annum.	13 56	Aug. 19, 1856	
Aug. 12, 1856	Fifty per cent. allowed for a led horse.	600 00	Aug. 12, 1856	
.....do.....	Route extended to Rocksylvania, increasing distance 15 miles.	120 00	Sept. 12, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
8557. From Pikeville to Athens, Tenn.	W. C. Lillard	Twice a week; mode not specified.	49	\$400 00
9368. From Delhi to Garnaville, Iowa.	J. Holbert.....	Once a week; mode not specified.	40	210 00
3326. From Bedford to Hildaysburg, Pa.	B. W. Garrettson .	Three times a week, in four-horse coaches, during watering season, and with certainty, celerity, and security the residue of the year.	33	387 50
3355. From Masontown to Carmichael, Pa.	J. McCallister	Once a week; mode not specified.	21	120 00
7322. From Carrollton to Panola, Miss.	L. & J. A. Simms.	Twice a week	71	760 00
1477. From Cortlandt Village to Groton, N. Y.	H. B. Clark.....	Six times a week; mode not specified.	11	192 50
8891. From Spring Hill to Bethany, Mo.	D. Girdner.....	Once a week; mode not specified.	42	175 00
13828. From Dubuque to Shullsburg, Wis.	J. H. Herrin & Bro	Three times a week; mode not specified.	26	645 00
8346. From Hopkinsville, Ky., to Lineport, Tenn.	W. Mayfield.....	Three times a week to Lafayette, once a week residue of route; mode not specified.	52	444 00
13495. From Brookville to Clyde, Ill.	T. Perkins.....	Twice a week; mode not specified.	29	280 00
1316. From Silver Creek to Randolph, N. Y.	Wade & Gibbs....	Three times a week, in two-horse coaches.	33	325 00
3078. From Litiz to Reading, Pa.	J. Kendall.....	Once a week; mode not specified.	28	170 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Aug. 12, 1856	One additional weekly trip between Washington and Athens, 27 miles.	\$110 00	Aug. 29, 1856	
.....do.....	Supply of Poultney, increasing distance two miles.	9 00	.....do.....	
.....do.....	Three additional weekly trips.	775 00	Aug. 28, 1856	
.....do.....	Route to commence at Uniontown, and run by McCallandstown, Masonstown, &c., and embrace Willow Tree, increasing distance 12 miles.	68 00	.....do.....	
Aug. 14, 1856	One additional weekly trip.	380 00	Sept. 17, 1856	
.....do.....	Order of July 26, 1856, modified so as to allow \$35 additional for supply of Groton City, instead of \$17 50, distance being increased two miles instead of 1.	17 50	Aug. 22, 1856	
.....do.....	Route to commence at Chillicothe, increasing distance 8 miles.	33 00	Sept. 7, 1856	
Aug. 15, 1856	Route to end at Darlington, increasing distance 11 miles.	272 91	Sept. 2, 1856	
.....do.....	Fifty per cent. allowed for a led horse to Lafayette, 38 miles.	184 50	Sept. 3, 1856	
.....do.....	Supply of Polo at new site, increasing distance one mile.	9 65	Nov. 17, 1855	
.....do.....	Supply of Arkwright Summit, increasing distance 2½ miles.	19 00	Aug. 27, 1856	
Aug. 19, 1856	Two additional weekly trips.	340 00	.....do.....	Date not reported; route transferred to B. Mishler, from Sept. 1, '56.

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
3408. From Agnew's Mills to Cranberry, Pa.	W. Daniels.....	Once a week; mode not specified.	16	\$64 00
3981. From Cambridge to Lakesville, Md.	W. Kirwan .....	.....do.....	29	175 00
8933. From Versailles to Linn Creek, Mo.	Harden & Bennett. ....	.....do.....	31	170 60
6022. From Swift Creek to Hartsville, S. C.	J. Blackwell.....	Twice a week; mode not specified.	8	74 00
5003. From Staunton to Fin- castle, Va.	W. P. Fariah.....	Six times a week to Lexington, three times a week residue of route, in four-horse coaches.	60	1,340 00
8302. From Louisville to Shawneetown, Ky.	J. McLean.....	Daily, in two-horse coaches 9 months, 3 months in carts.	192	15,908 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Aug. 19, 1856	Route changed to commence at Franklin, and run by Mouth of East Sandy Creek, Rockland, and Agnew's Mills to Emlenton, increasing distance 6 miles.	\$24 00	Sept. 5, 1856	
.....do.....	Supply of Taylor's Island, increasing distance one mile, and run one additional weekly trip.	150 00	Sept. 20, 1856	
.....do.....	One additional weekly trip.	170 60	Sept. 14, 1856	
.....do.....	Route extended once a week to Thoma's Cross Roads, increasing distance 10 miles.	46 25	Sept. 5, 1856	
Aug. 20, 1856	Three of the weekly trips, viz Middlebrook, Moffat's Creek, and Brownsburg, discontinued, and daily four-horse coach service ordered between Goshen Bridge and Lexington, viz Cedar Grove Mills, so long as cars on the Virginia Central Railroad run daily, and three times a week residue of the year. Service between Staunton and Lexington increased to daily during the three times a week service between Goshen Bridge and Lexington, and Middlebrook, Moffat's Creek and Brownsburg, to be supplied three times a week by horse from Greenville.	250 00	July 1, 1856	
Aug. 20, 1856	Order of July 5, 1856, to commence route at Louisville, modified so as to allow \$1,811 additional, per annum, for 22½ miles increased distance, instead of \$1,610 for 20 miles.	201 00	Aug. 11, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
8489. From Post Oak Springs to Washington, Tenn.	J. T. Nanny.....	Twice a week; mode not specified.	29½	\$237 00
8982. From Springfield to Huntsville, Mo.	J. H. Martin	Once a week; mode not specified.	50½	275 00
12519. From Sonora to Mariposa, Cal.	Trefethen & Metson.	.....do.....	75	1,800 00
6847. From Vernon to St. Andrew's Bay, Fla.	A. D. McKinnon .....	.....do.....	45	285 00
14644. From Huntington to Muncietown, Ia.	Wm. Chafer.....	.....do.....	59	337 00
6016. From Sumpter to Clarendon, S. C.	J. B. White .....	.....do.....	38	450 00
14684. From Marion to Logansport, Ia.	S. J. Cope.....	Once a week, with certainty, celerity, and security.	50	400 00
9025. From Cambridge to McConnellsville, Ohio.	S. Marquis.....	Twice a week; mode not specified.	60	540 00
2856. From Princeton to Hightstown, N. J.	L. G. Mesler.....	Six times a week, in two-horse coaches.	12	350 00
3160. From Hartford to Owego, Pa.	R. S. Searle	Six times a week to Friendsville, three times a week residue of route, in two-horse coaches.	53	1,200 00
13385. From Prairie City to Farmington, Ill.	J. A. Chapman ...	Once a week to Ellisville, twice a week residue of route; mode not specified.	27	235 90
913. From North Granby to Granby, Ct.	N. O. Dibble	Twice a week; mode not specified.	4	40 00
5726. From Jamestown to Hillsboro', N. C.	H. White.....	Twice a week to La Grange, once a week residue of route; mode not specified.	74½	308 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Aug. 20, 1856	Supply of Big Elm, increasing distance 1 mile.	\$8 00	-----	Sept. 4, '56, rescinded.
.....do.....	Supply of Crab Tree and Panther Valley, increasing distance 2½ miles.	13 00	-----	Date of commencement not reported.
.....do.....	Supply of Bondville, increasing distance four miles.	96 00	Oct. 19, 1856	
.....do.....	Route to commence at Marianna, increasing distance 12 miles.	76 00	-----	Contractor declined. Contract annulled, and contract ordered with James Witherspoon, who commenced the service on 1st Nov., '56: pay \$361.
.....do.....	One additional weekly trip between Montpelier and Muncietown.	171 00	Sept. 6, 1856	
Aug. 22, 1856	Supply of Manning on return trip, increasing distance 1½ mile.	19 00	Sept. 2, 1856	
Aug. 26, 1856	Supply of Xenia, increasing distance 1½ mile.	12 00	Aug. 4, 1856	
.....do.....	Supply of Renrock, increasing distance three miles.	27 00	Sept. 5, 1856	
.....do.....	Route extended to Manalapan, increasing distance 7 miles.	219 00	-----	March 18, 1857, rescinded; contractor not complying.
.....do.....	Six additional weekly trips between Montrose and Montrose Depot.	150 00	Aug. 26, 1856	
.....do.....	Service increased to semi-weekly on entire route.	47 18	-----	Date of commencement not reported.
.....do.....	Supply of North Granby at new site, increasing distance one mile.	10 00	July 1, 1856	
Aug. 28, 1856	Route changed between Lindley's Store and Clover Garden, so as to cross Haw river at Saxapahaw Cotton Mills, increasing distance two miles.	8 50	Oct. 1, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
9217. From Rainsboro' to Tranquillity, Ohio.	B. Dunlap	Once a week ; mode not specified.	21	\$225 00
13511. From Marengo to Delavan, Ill.	J. B. Bowen .....	.....do.....	28	235 00
7482. From Mobile to Macon, Miss.	Mobile and Ohio Railroad Co.	Three times a week, by railroad.	200	6,000 00
9936. From Annapolis to Baltimore, Md.	J. B. Nichols	Twice a week ; mode not specified.	27	475 00
8901. From St. Joseph to Council Bluffs, Mo.	P. S. Frost	Threetimes a week, with certainty, celerity, and security.	145	3,900 00
7965. From San Antonio to Indianola, Texas.	B. A. Risher	Three times a week, in four-horse coaches.	143	5,900 00
7975. From Gollad to Hallettsville, Texas.	B. F. Moes	Once a week ; mode not specified.	66	524 00
940. From New Haven to Westfield, with branch to Collinsville, Ct.	New York and New Haven Railroad Company.	Six times a week, by railroad.	68	3,346 50
4856. From Lynchburg to Mattabaw, Va.	Virginia and Tennessee Railroad Company.	.....do.....	176	17,600 00
3248. From Bloomsburg to Muncey, Pa.	T. J. Roper	Twice a week ; mode not specified.	30	355 00
13784. From Dell Prairie to Princeton, Wis.	E. B. Kelsey	Once a week ; mode not specified.	41	520 00
9494. From Independence to Cora, Iowa.	S. Ayres	Once a week, in two-horse coaches.	100	700 00
5720. From Reedsville to Danville, N. C.	G. V. Nolly	Three times a week to Yanceyville, 6 times a week residue of route, in two-horse coaches.	42	725 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Aug. 28, 1856	Supply of Carmel, Home, Elmville, and May Hill, in lieu of Uniontown and Bell, increasing distance 4 miles.	\$43 00	Aug. 27, 1856	
-----do-----	Service to commence at Dunham, saving \$134 28 per annum, and two additional weekly trips to be run between Dunham and Walworth, at \$201 44 additional, per annum.	67 16	Aug. 28, 1856	
Aug. 29, 1856	Three additional weekly trips.	6,000 00	Dec. 11, 1856	
-----do-----	Supply of St. Margaret's at new site, increasing distance 4 miles.	29 00	Dec. 1, 1855 to April 26, 1856	
Aug. 30, 1856	Schedule expedited to run through in 36 instead of 48 hours.	500 00	} Sept. 15, '56	
	Supply of Taylorsville and Fillmore, increasing distance 2 miles.	53 00		
Sept. 1, 1856	Supply of Clinton, increasing distance 6 miles.	247 00	Sept. 1, 1856	
-----do-----	Supply of Pierpont Place, increasing distance five miles.	39 00	-----	Apl. 29, '57, rescinded; contractor declined.
Sept. 2, 1856	Route extended to Northampton, by Southampton and Easthampton, increasing distance 15 1/2 miles.	775 00	Sept. 9, 1856	
-----do-----	Route extended by Emory to Abington, increasing distance 13 miles.	1,300 00	Aug. 13, 1856	
Sept. 3, 1856	Supply of Lairdsville, increasing dist. 3 miles.	36 00	July 1, 1856	
Sept. 5, 1856	Route to commence at Maugh's Mills, increasing distance 22 miles.	150 00	Oct. 1, 1856	
-----do-----	Route to extend to Austin, Min. Ter., via Mitchell, Iowa, St. Ansgar, and Orville, increasing distance 35 miles.	245 00	Oct. 10, 1856	
-----do-----	Branch mail from Yanceyville, by Anderson's Store, to Haw River, six times a week, in two-horse coaches.	600 00	Sept. 21, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
3985. From Barren Creek Springs to Laurel, Md.	J. Wright	Once a week ; mode not specified.	16	\$55 00
5618. From Kenansville to Trenton, N. C.	J. Allen .....	.....do.....	49½	335 00
9315. From Fairfield to Lancaster, Iowa.	J. Shoemaker....	Twice a week ; mode not specified.	26	265 00
3081. From Safe Harbor to Buck, Pa.	P. Finpock .....	.....do.....	20	199 00
13366. From Rushville to Jasper, Ill.	Penny & Kirkbride	Once a week ; mode not specified.	10	61 54
9075. From Prairie du Rocher, Ill., to St. Genevieve, Mo.	J. R. Campbell....	Three times a week ; mode not specified.	10	250 00
9347. From Tipton, Iowa, to Fulton, Ill.	H. C. Pierce.....	Once a week, in two-horse coaches.	62	300 00
5241. From Winchester to Paw Paw, Va.	S. H. Yonley	Twice a week ; mode not specified.	36	300 00
239. From Great Falls to Union, N. H.	Great Falls & Conway Railroad Co.	Six times a week, by railroad.	20	857 00
9126. From Summitville to Carrollton, Ohio.	D. A. Baker	Once a week ; mode not specified.	17	132 00
14581. From Vincennes to Fairplay, Ia.	Susan Jones, administratrix.	.....do.....	45	300 00
1423. From Goshen to Goshen, N. Y.	T. T. Hatfield	Three times a week ; mode not specified.	41	400 00
3229. From Chambersburg to Waynesboro', Pa.	F. Bowden	Twice a week, in two-horse coaches.	16	130 00
8827. From Fulton to Glasgow, with branch to Boonville, Mo.	Kimball & Moore.	Six times a week, with certainty, celerity, & security.	77	6,500 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Sept. 5, 1856	One additional weekly trip between Sharptown and Laurel.	\$30 00	July 1, 1856	
Sept. 6, 1856	One additional weekly trip between Kenansville & Richlands, 27 miles.	182	Sept. 29, 1856	
	Semi-weekly service extended from Richlands, by Catherine Lake, to Onslow Court-House, 14½ miles.	196		
Sept. 8, 1856	Route to end at Sigourney, increasing distance 5 miles.	51 00	Oct. 1, 1856	
Sept. 10, 1856	Route extended to Quarryville, increasing distance 4 miles.	40 00	Oct. 11, 1856	
Sept. 12, 1856	Route to end at La Grange Bluff, increasing distance 3 miles.	18 46	-----	September 1, 1856, rescinded.
-----do-----	Three additional weekly trips.	250 00	Sept. 24, 1856	
Sept. 13, 1856	Two additional weekly trips between De Witt and Lyons, 21 miles.	219 00	Sept. 29, 1856	
-----do-----	One addit'l weekly trip.	100 00	Sept. 20, 1856	
-----do-----	Allowed for extens'n from South Milton to Milton, 2 miles.	85 72	Dec. 13, 1854, to Oct. 1, 1855.	
-----do-----	Supply of Figley's Mills, increasing dist. 2 miles.	16 00	July 1, 1856	
-----do-----	Route extended to Worthington, increasing distance 4 miles.	27 00	June 30, 1856	
-----do-----	So much of order of Sept 15, 1854, as relates to curtailment of pay rescinded, route being more difficult to run via Centre Point than by Salem.	28 00	Sept. 6, 1856	
Sept. 16, 1856	One addit'l weekly trip.	65 00	Oct. 15, 1856	
-----do-----	Route to commence at Jefferson City, and run via Claysville, Ashland, Columbia, &c., omitting Fulton & Millersburg, increasing dist. 6 miles.	506 00	Sept. 16, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
9388. From St. Mary's to Huntington, Ohio.	O. Ellis	Once a week ; mode not specified.	73	\$550 00
6395. From Augusta to Carnesville, Ga.	A. R. Thomason..	Once a week ; mode not specified.	116	596 00
6510. From Orel to Pennsboro', Ga.	R. P. Porter.....	-----do-----	20	140 00
7161. From Monticello to Geneva, Ala.	J. Y. Register....	-----do-----	71½	412 00
6134. From Anderson C. H. to Line Creek, S. C.	W. Holmes	-----do-----	28	120 00
9352. From Cedar Rapids to Marengo, Iowa.	J. Weare.....	Once a week, in two-horse coaches.	30	175 00
9446. From Centreville to Clarinda, Iowa.	D. A. and S. W. Spooner.	Twice a week to Leon, once a week residue of route ; mode not specified.	132	1,533 00
13701. From Woodland to Oconomowoc, Wis.	S. Vroman.....	Once a week ; mode not specified.	19	91 25
13706. From Oshkosh to Hortonsville, Wis.	J. Easton.....	-----do-----	28	175 00
3407. From Agnew's Mills to Mercer, Pa.	G. Morgan.....	-----do-----	34	156 00
14703. From Morrow to South Bend, Ia.	A. Bacon.....	-----do-----	83	500 00
14529. From Evansville to Terre Haute, Ia.	Evansville & Crawfordsville Railroad Company.	Six times a week, by railroad.	110	8,250 00
3460. From Curlsville to Corsica, Pa.	E. J. Coster.....	Once a week ; mode not specified.	17	100 00
13704. From Oshkosh to Ceresco, Wis.	O. N. Sackett.....	Once a week, in buggies.	21	90 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Sept. 16, 1856	One additional weekly trip between St. Mary's and Celina.	\$75 50	Dec. 15, 1856	
Sept. 18, 1856	Supply of Webster Place, increasing distance 3 miles.	15 00	Sept. 6, 1856	
-----do-----	Supply of Deer Land, increasing distance 2 miles.	14 00	-----do-----	
-----do-----	Supply of High Fall, increasing distance 3½ miles.	20 00	Oct. 1, 1856	
Sept. 19, 1856	Supply of White Sand, increasing distance 1 mile.	4 00	Oct. 23, 1856	
Sept. 20, 1856	Supply of Linwood, increasing distance 2 miles.	11 00	Oct. 3, 1856	
-----do-----	Supply of Harden's Corners, increasing distance 1 mile.	8 00	-----do-----	Date of commencement not reported.
Sept. 22, 1856	One additional weekly trip.	91 29	-----do-----	Contractor refused to obey order. Contract ordered with J. H. Persons, who commenced service May 13, 1857.
-----do-----	Supply of Winneconne, increasing distance 3 miles.	18 75	Oct. 8, 1856	
Sept. 24, 1856	Supply of Kilgore, increasing distance 3 miles.	14 00	Aug. 8, 1856	
-----do-----	Supply of Flowerville, increasing distance 1 mile.	6 00	Sept. 26, 1856	
-----do-----	Conveyance of mail between Terre Haute and Vincennes, 58 miles.	2,900 00	July 1, 1855 to Mar. 31, 1856	
Sept. 25, 1856	Route changed to commence at Clarion and end at Kingsville, saving 4 miles and \$23 per annum, and run one additional weekly trip on route as changed, at \$77 additional per annum.	54 00	Oct. 20, 1856	
Sept. 26, 1856	Supply of Clairsville, increasing distance 1 mile.	4 30	-----do-----	Date of commencement not reported.

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
6427. From Athens to Clarksville, Ga.	J. C. Addison.....	Once a week ; mode not specified.	<i>Miles.</i> 59	\$396 00
9342. From Georgetown to Ripley, Ohio.	R. Espey	Three times a week, in two-horse hacks.	10	140 00
3272. From Westport to Kettle Creek, Pa.	J. Hamlin.....	Once a week ; mode not specified.	30	249 00
3475. From Cowdersport to Jersey Shore, Pa.	G. F. Stone.....	-----do-----	73	475 00
8955. From Lebanon to Springfield, Mo.	W. L. Harrington..	-----do-----	65	250 00
5192. From Abingdon to Elizabethtown, Va.	J. K. Miller	-----do-----	37	164 75
5254. From Edenburg to Edenburg, Va.	A. Holler.....	Twice a week ; mode not specified.	equal to 11	100 00
9337. From Iowa City to Sigourney C. H., Iowa.	A. P. Moody.....	Once a week ; mode not specified.	52	272 50
8913. From Independence to Harrisonville, Mo.	J. D. Sage.....	Twice a week ; mode not specified.	37½	280 00
13655a. From Racine to Delavan, Wis.	Racine and Mississippi R.R. Co.	Six times a week, by railroad.	46	1,971 56
9426. From Quincy to Sidney, Iowa.	E. Curtis.....	Once a week ; mode not specified.	75	464 00
14715a. From Toledo to Logansport, Ia.	Toledo and Illinois and Lake Erie and Wabash and St. Louis Railroad Company.	Six times a week, by railroad.	167	8,350 00
9275. From Toledo to Lafayette, Ohio.	Toledo, Wabash, & Western Railroad Company.	-----do-----	203	15,225 00
6376. From Thomasville to Trouprville, Ga.	F. Conolly.....	Twice a week, in two-horse hacks.	44	800 00
5742. From Charlotte to Dallas, N. C.	T. B. Capps	Once a week ; mode not specified.	36½	175 00
4856. From Lynchburg to Abingdon, Va.	Virginia and Tennessee R. R. Co.	Six times a week, by railroad.	189	18,900 00

Continued.

Date of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Sept. 26, 1856	Service increased to three times a week, in two-horse hacks, with a branch mail on horse from Poplar Springs, by Sulphur Springs, to Gainesville, once a week.	\$799 00	Oct. 6, 1856	
Sept. 27, 1856	Three additional weekly trips.	140 00	----do-----	Date of commencement not reported.
Sept. 30, 1856	One additional weekly trip.	249 00	Oct. 14, 1856	
----do-----	One additional weekly trip to Kettle Creek, 29 miles.	189 00	----do-----	
Oct. 3, 1856	Supply of Fair Grove, increasing distance 1 mile.	4 00	-----	
----do-----	Supply of River Bard Forge, increasing distance 1 mile.	4 00	Oct. 10, 1856	
----do-----	Supply of Liberty Furnace, increasing distance 5 miles.	4 00	Oct. 4, 1856	
Oct. 4, 1856	Fifty per cent. allowed for a led horse.	136 25	Oct. 22, 1856	
----do-----	-----do-----	140 00	Oct. 16, 1856	
----do-----	Route extended to Beloit, and embrace Allen's Grove and Clinton, increasing distance 18 miles.	771 44	Sept. 15, 1856	
----do-----	Supply of Canaan City, increasing distance 1½ mile.	9 00	-----	
Oct. 6, 1856	Route extended to end at Lafayette, increasing distance 36 miles.	1,800 00	June 21, 1856	November 24, 1856, rescinded, office being six miles off the route.
----do-----	Route extended to end at Attica, increasing distance 22 miles.	1,650 00	Sept. 23, 1856	
Oct. 7, 1856	Supply of Radford's Mills, increasing distance 3 miles.	55 00	Nov. 13, 1856	
----do-----	Supply of Bloomingdale, increasing distance 1 mile.	5 00	Sept. 17, 1856	
----do-----	Route extended to end at Bristol, increasing distance 15 miles.	1,500 30	Oct. 1, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			Miles.	
7073. From Memphis, Tenn., to Pocahontas, and from Tusculmba, Ala., to Stevenson.	Memphis and Charleston R. R. Company.	Daily, by railroad	200 ⁷ / ₁₅	\$20,070 00
With branch, Moscow, Ala., to Somerville, Tenn.	-----do-----	-----do-----	13 ¹ / ₂	675 00
8580a. From Elkton to Blooming Spring, Tenn.	J. Wales -----	Twice a week ; mode not specified.	4	12 00
9230. From Portsm'th, Ohio, to Guyandotte, Va.	R. Leete-----	Three times a week ; mode not specified.	53	1,365 00
14003. From St. Paul to Falls of St. Croix, Minn. Ter.	C. A. Bromley....	Three times a week ; mode not specified.	52	496 00
14004. From St. Paul to Crow Wing, Minn. Ter.	W. G. Pattison ...	Six times a week to St. Anthony, once a week resid. of route.	162	1,133 82
14011. From St. Paul to South Bend, Minn. Ter.	G. P. Marsh-----	Once a week ; mode not specified.	108	852 93
8568. From Petersburg to Jordan's Store, Tenn.	J. F. Pack -----	Twice a week ; mode not specified.	52 ¹ / ₂	450 00
6360. From St. Mary's to Traders' Hill, Ga.	J. Peoples -----	Twice a week, in a covered vehicle.	44	799 00
9198. From Circleville to Awanda, Ohio.	G. Mayes-----	Three times a week, in two-horse coaches.	27	850 00
694. From Westfield to Sandesfield, Mass.	W. H. Bacon ----	Twice a week, in one-horse wagon.	26	193 00
13005. From Detroit to Linden, Mich.	Detroit and Milwaukee Railroad Company.	Six times a week, by railroad.	56 ¹ / ₂	4,237 50
Special. Kanesville and Grouse supplied from Blackberry Station, Ill.	-----	Six times a week ; mode not specified.	8	100 00

Continued.

Date of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
-----	Route extended beyond	\$930 00	Sept. 18, 1856	
Oct. 8, 1856	Pocahontas to Charavalla, increasing distance 9 $\frac{3}{10}$ miles.			
-----do-----	Eastern division of route extended beyond Tusculumbia, to commence at Barton, increasing distance 11 $\frac{4}{10}$ miles.	1,140 00	Sept. 24, 1856	
-----do-----	For ferriages-----	4 00	-----	
Oct. 10, 1856	Three additional weekly trips between Portsmouth and Trenton, 30 miles.	772 00	Oct. 18, 1856	
-----do-----	One additional weekly trip from Stillwater to Falls of St. Croix.	191 63	Oct. 23, 1856	
-----do-----	One additional weekly trip from St. Anthony to Crow Wing, 153 miles.	838 00	Oct. 27, 1856	
-----do-----	Five additional weekly trips to Shakopee, 24 miles, and two additional weekly trips from Shakopee to South Bend, 84 miles	1,000 00	Nov. 3, 1856	
Oct. 11, 1856	One additional weekly trip between Chapel Hill and Jordan's Store, 9 miles.	38 00	Oct. 11, 1856	
-----do-----	For ferriages during the quarter ending June 30, 1856.	6 51	-----	
Oct. 14, 1856	Route to commence at Chillicothe, increasing distance 1 mile.	31 00	Oct. 22, 1856	
-----do-----	Two additional weekly trips to East Granville.	76 00	Oct. 20, 1856	
-----do-----	Route extended to end at Owasso and embrace Gaines, Vernon, Shawassa, and Corunna, increasing distance 23 miles.	1,725 00	June 30, 1856, to June 30, 1858.	
-----do-----	Compensation increased...	30 00	-----	From commencement of service.

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
12556. From Quartzburg to Woodville, Cal.	J. Stewart.....	Once a week; mode not specified.	117	\$1,685 00
5159. From Pittsylvania C. H. to Rocky Mount, Va.	J. Stoops.....	-----do-----	50	250 00
9593, (old.) From Warren to Waterford, Pa.	H. D. Smith	Six times a week; mode not specified.	52	1,130 00
6854. From Camp Izard to Bay Port, Fla.	C. T. Jenkins.....	Twice a week, in two-horse coaches.	45	1,350 00
3818. From Wilmington to Dover, Del.	Delaware R. R. controlled by Philadelphia, Wilmington, and Baltimore Railroad Company.	Twelve times a week, by railroad.	48½	3,637 00
1475. From North Potsdam to Potsdam, N. Y.	W. L. Knowles, agent of Potsdam and Watertown R. R. Co.	-----do-----	6	300 00
13398. From Spring Hill to Princeton, Ill.	R. Limerick	Once a week; mode not specified.	43	203 00
8962. From Frémont to Fort Scott, Mo.	A. H. Kennedy	-----do-----	60	300 00
9249. From De Graff to Lima, Ohio.	L. Taylor	-----do-----	37	255 00
9492. From Hartwick to Marion, Iowa.	L. P. Flint	-----do-----	33	250 00
7974. From Victoria to Corpus Christi, Texas.	J. B. Nauner	-----do-----	138	848 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Oct. 14, 1856	The change to end route at Visalia, curtailing route only 2 miles in the dry season (about eight months) and none in the wet season; order of January 21, 1856, modified so as to deduct \$19 instead of \$115.	\$96 00	Aug. 1, 1855	
-----do-----	Supply of Rosevale, increasing distance 2 miles.	1 75	June 7, 1856, to Aug. 9, 1856.	At rate of \$10 per annum.
-----do-----	Supply of Spartanburg, increasing distance 3 miles.	16 00	Jan. 4 to June 30, 1856.	At rate of \$33 per annum.
-----do-----	Ferriages incurred in consequence of change of site of Camp Isard.	25 00	Jan. 8 to June 30, 1856.	
Oct. 16, 1856	Route extended to Canterbury, increasing distance 8½ miles.	637 50	Aug. 1, 1856	
Oct. 18, 1856	Route extended to Canton, increasing distance 11 miles.	42 86	Oct. 14, 1856	
-----do-----	Order of May 4, 1855, curtailing route by commencing at Spring Hill, modified so as to deduct \$14 per annum instead of \$47, distance being decreased three miles instead of ten miles.	33 00	May 28, 1856	
Oct. 21, 1856	Supply of Nevada, increasing distance ten miles.	60 00	July 16, 1856	
-----do-----	Supply of South Warsaw, increasing distance one mile.	7 08	Oct. 21, 1856	
-----do-----	Route to commence at Delhi, increasing distance 3 miles.	22 00	Nov. 14, 1856	
Oct. 23, 1856	Supply of Algurna, increasing distance two miles.	12 00	-----	Date of commencement not reported.

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
14007. From St. Paul to Austin, Min. Ter.	J. J. Brackett....	Once a week ; mode not specified.	112	\$551 00
4999. From Lovettsville to Lovettsville, Va.	J. M. Slater	Three times a week ; mode not specified.	8½	149 00
4903. From Gordonsville to Goshen Bridge, Va.	Virginia Central Railroad Company.	Daily, by railroad.....	94.65	9,465 00
3364. From Bellefonte to Karthaus, Pa.	M. Kimble	Three times a week, in two-horse coaches.	29	348 00
3240. From Lewisburg to Spruce Creek, Pa.	M. Buoy	Three times a week ; mode not specified.	70	1,634 00
7062. From Redman, Ala., to Salem, Tenn.	W. B. Hunt	Once a week ; mode not specified.	37	138 00
4910. From Frederickshall to Cartersville, Va.	M. B. Waddy.....	Twice a week ; mode not specified.	36	358 76
7815. From Natchitoches to Shreveport, La.	Reeside, Small & McGaughy.	Three times a week, in four-horse coaches.	97	7,200 00
7764. From Keatchie to Greenwood, La.	J. H. Allen.....	Twice a week ; mode not specified.	21	378 00
13662. From Milwaukee to Madison, Wis.	Milwaukee & Mississippi Railroad Company.	Twelve times a week, by railroad.	96	5,760 00
8827. From Jefferson City to Glasgow, Mo., with branch, Rocheport to Boonville.	Kimball & More..	Six times a week, with certainty, celerity, and security.	72	7,006 00
8814. From St. Louis to Jefferson City, Mo.	Kimball & More..	Daily to St. Charles, three times a week residue of route, with certainty, celerity, and security.	136	4,502 00
8930. From California to Georgetown, Mo.	James Moore.....	Once a week ; mode not specified.	40	200 00
3161. From Harford to Susquehanna, Pa.	W. Purdie	Three times a week ; mode not specified.	31	450 00
14646. From Anderson to Alexandria, Ia.	W. V. Shanklin...	Once a week ; mode not specified.	11	98 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Oct. 24, 1856	Route to end at West Union, Iowa, increasing distance 85 miles.	\$418 00	Nov. 3, 1856	
.....do.....	Tolls and ferriages during quarter ended September 30, 1856.	3 42	.....
.....do.....	Route extended to Millboro' Springs, increasing distance 7 miles.	700 00	July 14, 1856	
Oct. 25, 1856	Route extended to Caledonia, increasing distance 24 miles.	288 00	Nov. 3, 1856	
Oct. 29, 1856	Three additional weekly trips to Mifflinburg.	210 00	Nov. 1, 1856	
.....do.....	Route to commence at Larkinsville, increasing distance 3 miles.	10 00	Nov. 14, 1856	
.....do.....	Tolls during quarter ended September 30, 1856, in that part of route extended from Pemberton to Cartersville, under order of July 21, 1856.	5 75	.....
Oct. 30, 1856	Keatchie, Grand Cane, and Spring Ridge embraced, and Black Jack omitted, increasing distance 6 miles.	445 00	Nov. 24, 1856	
.....do.....	Route to commence at Black Jack, increasing distance 6 miles.	108 00	Nov. 21, 1856	
.....do.....	Route extended to Muscoda, increasing distance 59 miles.	3,540 00	Oct. 30, 1856	
Nov. 4, 1856	Ferriages incurred by commencing route at Jefferson City.	700 00	Sept. 16, 1856	
.....do.....	Three additional weekly trips between Fulton and Jefferson City, 23 miles.	642 00	Dec. 9, 1856	
Nov. 5, 1856	Two additional weekly trips, in two-horse coaches.	400 00	Nov. 6, 1856	
Nov. 6, 1856	Supply of Starucca, increasing distance one mile.	15 00	Oct. 1, 1856	
.....do.....	Fifty per cent. allowed for a led horse.	49 00	Nov. 6, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
7350. From Pocahontas to Tuscumbia, Miss.	Jemison & Ficklin	Daily, in four-horse coaches.	94	\$2,276 00
4836. From Tudor Hall to Strasburg, Va.	Manassas Gap Railroad Company.	Six times a week, by railroad.	62	2,657 15
13443. From Chicago to Laurence, Ill.	Chicago, St. Paul & Fond du Lac Railroad Co.	.....do.....	67	2,871 43
13825. From Milwaukee to Beaver Dam, Wis.	La Crosse & Milwaukee Railroad Company.	.....do.....	61	2,615 00
7073. From Memphis, Tenn., to Chervalla, Ala., and from Barton, Ala., to Stevenson.	Memphis & Charleston Railroad Co.	Daily, by railroad	221 ⁴ / ₁₀	22,140 00
Branch, Moscow to Somerville.	.....do.....	.....do.....	13 ¹ / ₂	675 00
14603. From Martz to Bellair, Ia.	J. W. Jett	Once a week ; mode not specified.	7	33 00
8342. From Owensboro' to Elkton, Ky.	F. A. Willingham.	Three times a week, in two-horse coaches, to Greenville ; horse residue of route.	90	1,900 00
6856. From Bayard to Newnansville, Fla.	S. F. Holliday	Twice a week ; mode not specified.	61	1,000 00
8962. From Frémont to Fort Scott, Mo.	H. H. Kennedy ...	Once a week ; mode not specified.	60	360 00
8261. From Furnace to Ashland, Ky.	T. Y. Montgomery	.....do.....	25	175 00
7051. From Guntersville, Ala., to Jasper, Tenn.	D. M. Martin. ....	.....do.....	69 ¹ / ₂	374 00
10142. From Oak Hill to Point Pleasant, Ohio.	A. French	Three times a week, in two-horse coaches.	27 ¹ / ₂	587 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Nov. 7, 1856	Order of Nov. 21, 1855, to commence route at Pocahontas, modified so as to deduct \$346 for 16 miles saved, instead of \$629 for 26 miles.	\$283 00	Oct. 1, 1855	
-----do-----	Route extended to Woodstock, increasing distance 12½ miles.	536 00	Oct. 12, 1856	
Nov. 8, 1856	Route extended to Janesville, Wis., increasing distance 24 miles.	1,028 58	Sept. 15, 1856	
-----do-----	Route extended to Fox Lake, increasing distance 7 miles.	300 00	Oct. 27, 1856	
Nov. 10, 1856	} Eastern division beyond Barton extended, to commence at Buzzard Roost, increasing distance 6½ miles.	680 00	Oct. 23, 1856	
-----do-----				
Nov. 11, 1856	Route to end at Bowling Green, increasing distance 3 miles.	14 16	Nov. 24, 1856	
-----do-----	Supply of South Carrollton, increasing distance 4 miles.	84 00	Nov. 11, 1856	
Nov. 13, 1856	Route to commence at Magnolia Mills, increasing distance 2 miles.	33 00	Oct. 27, 1856	
Nov. 14, 1856	Supply of Deerfield, increasing distance half a mile.	3 00	Dec. 4, 1856	
Nov. 15, 1856	Route extended to end at Ironton, increasing distance 4 miles; and six times a week service to be performed between Ashland and Ironton.	168 00	Dec. 2, 1856	
Nov. 18, 1856	Supply of Santa, increasing distance 2 miles.	11 00	Nov. 28, 1856	
-----do-----	Order of March 12, 1856, modified so as to commence route at Jackson, instead of Oak Hill, saving 28 miles instead of 48½, and \$597 per annum instead of \$906.	82 00	Mar. 26, 1856, to June 30, 1856.	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
5206. From Grayson C. H. to Fisher's Gap, Va.	W. R. Dickey ----	Once a week ; mode not specified.	13	\$79 00
4894. From Moore's Ordinary to Haleysburg, Va.	R. L. B. Williams.	Twice a week ; mode not specified.	16½	169 00
3430. From Kittaning to Punxsutawny, Penn	H. W. Coon.....	Once a week ; mode not specified.	42	285 00
7483. From Oeyka to Jackson, Miss.	A. M. Ragland	Daily, in four-horse coaches.	118	11,800 00
4920. From Lebanon White Sulphur Springs to Bath Alum, Va.	R. H. McCleave ..	Twice a week ; mode not specified.	29	267 00
1421. From Bridgeville to Glen Wild, N. Y.	S. Smith	Once a week ; mode not specified.	4	20 00
13792. From Portage City to Baraboo, Wis.	Davis & More ----	Twice a week ; mode not specified.	19½	465 00
7974. From Victoria to Corpus Christi, Texas.	I. B. Nuner.....	Once a week ; mode not specified.	135	870 00
13316. From Caledonia to Thebes, Ill.	J. Lackey	Three times a week ; mode not specified.	27	525 00
5003. From Staunton to Fincastle, Va.	H. Brown & Co....	Six times a week to Lexington, 3 times a week residue of route, in four-horse coaches.	74	1,590 00
13662. From Milwaukie to Muscoda, Wis.	Milwaukie and Mississippi R. R. Co.	Twelve times a week, by railroad.	155	9,300 00
2861. From Lambertville to Frenchtown, N. J.	J. Decon	Twice a week ; mode not specified.	22	230 00
3121. From Allentown to Schneekersville, Penn.	M. Schneck.....	Once a week ; mode not specified.	10	39 00
9388. From St. Mary's to Huntington, Ohio.	O. Ellis	Twice a week to Celina, once a week residue of route ; mode not specified.	73	625 50
4917. From Greenwood Depot to Tye River Warehouse, Va.	W. Hare	Twice a week ; mode not specified.	40	374 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Nov. 21, 1856	Route extended to Judesville, increasing distance 10 miles.	\$61 00	Dec. 4, 1856	Date of commencement not reported.
Nov. 22, 1856	Route extended to Plantersville, increasing distance 4½ miles.	41 00	Dec. 2, 1856	
Nov. 24, 1856	One additional weekly trip.	285 00	Dec. 8, 1856	
Nov. 25, 1856	Supply of Summit, increasing distance ½ mile.	50 00	.....
Nov. 29, 1856	For tolls incurred by change of route, under order of August 6, 1855, to end at Bath Alum.	11 23	Jan. 1, 1856, to June 30, 1856.	Date of commencement not reported.
.....do.....	Route extended to Sandburg, increasing distance 5 miles.	25 00	Dec. 4, 1856	
.....do.....	Route extended by Bluff to Sank City, increasing distance 15 miles.	357 00	Dec. 29, 1856	
Dec. 1, 1856	One additional weekly trip between Victoria and Goliad, 28 miles.	180 00	Jan. 7, 1857	
.....do.....	Route to end at Thebes, increasing distance 3 miles.	60 00	June 3, 1857	Date of commencement not reported.
Dec. 2, 1856	Three additional weekly trips between Lexington and Fincastle.	463 00	.....
.....do.....	Route extended from Muscoda, by Bascobal and Wauzeka, to Prairie du Chien, increasing distance 36 miles.	2,160 00	Dec. 2, 1856	
Dec. 3, 1856	Supply of Locktown, increasing distance 1 mile.	10 00	Nov. 28, 1856	
.....do.....	One additional weekly trip.	39 00	Dec. 6, 1856	
Dec. 5, 1856	One additional weekly trip between St. Mary's and Cellina.	75 50	Dec. 15, 1856	
.....do.....	Order of August 10, 1855, for supply of Martin's Mills, modified so as to allow \$27 additional per annum for 3 miles increased distance, instead of \$9 for 1 mile.	18 00	Aug. 22, 1855	

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
14008. From St. Paul, Min. Ter., to Dubuque, Iowa.	M. O. Walker.....	Three times a week from Nov. 15 to April 15 in each year, and once a week residue of year, in two-horse coaches.	276½	\$5,481 00
6801. From Charleston, S. C., to Pilatka, Fla.	Fla. Steam Packet Company.	Once a week, in steam-boats.	300	2,600 00
3094. From Muncey to La porte, Penn.	R. Lisson.....	Three times a week, in two-horse coaches.	25	416 00
5077. From Morgantown to Brownsville, Va.	A. Myers.....	Once a week; mode not specified.	32	149 00
7115. From Selma to Greenville, Ala.	Jemison & Ficklin.	Six times a week to Cahaba, twice a week residue of route; mode not specified.	68	896 00
5825. From Grassy Creek to Elizabethtown, N. C.	J. Hardin	Once a week; mode not specified.	53	195 00
14003. From St. Paul to Falls of St. Croix, Min. Ter.	C. A. Brownley...	Three times a week, in four-horse coaches, to Stillwater; twice a week, in two-horse carriages, residue of route.	52	687 00
7718. From Assumption to Houma, La.	A. M. Lejeune....	Three times a week to Thibodeaux, twice a week residue of route, in two-horse coaches.	34	800 00
7384. From Brandon to Williamsburg, Miss.	J. Grubee	Twice a week; mode not specified.	63	799 00
7073. From Memphis, Tennessee, to Chawalla, and Buzzard Roost, Ala., to Stephenson Branch, Moscow to Somerville, Ala.	Memphis & Charleston Railroad Co. .....do.....	Daily, by railroad.... .....do.....	228½ 13½	22,820 00 675 00
3321. From Indiana to Brookville, Penn.	J. Johnson, jr....	Three times a week; mode not specified.	51	490 00
9287. From Defiance to Florida, Ohio.	J. Haseltine .....	.....do.....	9	120 00
9050. From Pittsburg to Columbia City, Ohio.	Pittsburg, Fort Wayne, & Ohio Railroad Co.	Twelve times a week, by railroad.	339	46,612 50

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Dec. 5, 1856	Three additional weekly trips between Nov. 15 and April 15 in each year.	\$3,737 00	Dec. 20, 1856	
Dec. 6, 1856	Supply of Fernandina...	1,040 00	Dec. 16, 1856	
Dec. 9, 1856	Three additional weekly trips to Corsen's.	166 00	Dec. 17, 1856	
....do.....	Supply of Dunkard's, increasing distance 5 miles.	23 00	Dec. 19, 1856	
....do.....	Supply of Palmyra, increasing distance 2 miles.	20 00	Jan. 2, 1857	
....do.....	Supply of Grassy Creek, at new site, and Rose Creek embraced on route, increasing distance 3 miles.	11 00	Sept. 17, 1856	
....do.....	Three additional weekly trips between St. Paul and Stillwater, 23 miles.	304 00	Dec. 23, 1856	
Dec. 10, 1856	One additional weekly trip between Thibodeaux and Houma.	149 00	.....	Date of commencement not reported.
....do.....	Supply of Monterey, Steen's Creek and Harrisonville, increasing distance 7 miles.	90 00	.....	April 10, 1857, rescinded; contractor declined.
Dec. 10, 1856	Western division of route, beyond Chawalla, extended to Corinth, increasing distance 9 $\frac{1}{2}$ miles.	910 00	Nov. 22, 1856	
....do.....				
....do.....	Three additional weekly trips.	490 00	Dec. 15, 1856	
Dec. 12, 1856	Route to commence at Junction, increasing distance 9 miles.	120 00	....do.....	
....do.....	Route extended to Plymouth, increasing distance 44 miles.	6,050 00	Dec. 19, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
13803. From Sacramento to Mukwa, Wis.	C. G. Tensley ----	Once a week ; mode not specified.	<i>Miles.</i> 43	3300 00
13347. From Pittsfield to Montezuma, Ill.	J. G. Shasted ----	-----do-----	14	63 95
9485. From Wiscatta to Magnolia, Iowa.	J. J. Maddox ----	Once a week ; mode not specified.	94	1,020 00
7467. From Macon Depot to Columbus, Miss.	Jemison & Ficklin.	Three times a week, in four-horse coaches.	32	1,356 00
3391. From Franklin to Tylersburg, Penn.	A. Webber -----	Once a week ; mode not specified.	43	300 00
3816. From Denton, Md., to Vernon, Del.	A. Wilson-----	Twice a week ; mode not specified.	11	175 00
9405. From Quincy, Ill., to Fontanelle, Iowa.	B. Tillery-----	Once a week ; mode not specified.	27	202 00
13775. From Prairie du Chien to Black River Falls, Wis.	D. M. West-----	Twice a week, in two-horse coaches.	109	1,600 00
13830. From Viroqua to La Crosse, Wis.	H. B. Herrick----	Once a week, in two-horse coaches.	34	350 00
8847. From Hannibal, Mo., to Quincy, Ill.	D. L. Hafner-----	Twice a week, with certainty, celerity, and security.	20	400 00
Special. Eagle and Snell's Mills supplied from Bethany, Missouri.	M. Shirley-----	Once a week ; mode not specified.	18	53 00 (limited to net yield.)
902. From Hartford to Portland, Conn.	W. S. & J. Williams	Six times a week ; mode not specified.	16	238 00
6128. From Anderson C. H. to Pickens C. H., S. C.	C. C. Langston---	Six times a week to Pendleton, three times a week residue of route, in two-horse hacks.	28	1,000 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Dec. 12, 1856	Supply of Hobart's Mills, increasing distance 3 miles.	\$31 00	May 2, 1856	
-----do-----	Route extended to Manchester, and embracing supply of Glasgow, increasing distance 11 miles.	50 24		Jan. 8, 1857, rescinded; contractor declined.
	One additional weekly trip on route as extended.	114 19		
Dec. 13, 1856	Supply of Manteno, increasing distance 1 mile.	10 00	-----	Date of commencement not reported.
Dec. 16, 1856	Three additional weekly trips.	1,356 00	-----	Do.
-----do-----	One additional weekly trip.	300 00	Jan. 2, 1857	
-----do-----	One additional weekly trip.	87 00		
	Route extended to Clark's Corner, increasing distance 6 miles.	143 00	Dec. 24, 1856	
-----do-----	Route to end at Greenfield, increasing distance 7 miles.	52 00	March 7, 1857	
Dec. 18, 1856	Four additional weekly trips between Prairie du Chien and Viroqua, 45 miles, from Nov. 15 to April 15 in each year.	559 00	Dec. 8, 1856	
-----do-----	Five additional weekly trips, from Nov. 15 to April 15 in each year.	729 00	Jan. 1, 1857	
-----do-----	Four additional weekly trips during suspension of navigation on the Mississippi river—say from Nov. 15 to March 15 in each year.	266 66	Dec. 24, 1856	
-----do-----	Distance increased 8 miles in going by Snell's Mills.	18 00	-----	Date of commencement not reported.
-----do-----	Supply of Curtisville, increasing distance $\frac{1}{4}$ of a mile.	4 00	July 22, 1856	
Dec. 19, 1856	Tri-weekly service extended to Walhalla, increasing distance 13 miles.	250 00	Dec. 31, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			Miles.	
3325. From Bedford to Latrobe, Penn.	Gormon, Benford & Wigle.	Three times a week to Youngstown, six times a week residue of route, with certainty, celerity, and security.	59	\$1,540 00
5735. From Salisbury, N. C. to Cheraw, S. C.	D. Carpenter.....	Three times a week to Caroline Female College, six times a week residue of route, in two-horse coaches.	77½	2,745 00
3810. From Milford, Del., to Cambridge, Md.	W. Cannon	Three times a week; mode not specified.	51	840 00
13441. From Chicago to Matoon, Ill.	Ill. Central Railroad Company.	Six times a week, by railroad.	172½	7,393 00
3241. From Northumberland to Lewistown, Penn.	Specht & Mayes ..	Three times a week, in two-horse coaches.	56	738 00
6809. From Key West to Miami, Fla.	Frederick Filer...	Once a month, in sailing vessels.	175	700 00
14019. From Swan River to Pembina, Min. Ter.	Brown & Stephens.	Once a week; mode not specified.	30	499 00
14015. From Winona to Traverse des Sioux, Min. Ter.	O. M. Lord	Twice a month; mode not specified.	150	773 76

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Dec. 22, 1856	Three additional weekly trips between Bedford and Youngstown; service to be performed in two-horse coaches over the entire route.	\$1,390 00	Jan. 5, 1857	
Dec. 23, 1856	In consideration of continuing supply of Jones' Creek three times a week from Morven, order of Aug. 19, 1856, omitting Chesterfield C. H., modified so as to deduct \$50 per annum instead of \$148.	98 00	Sept. 10, 1856	
Dec. 24, 1856	Route curtailed by commencing at Bridgeville, omitting Milford and Williamsville, saving 17 miles, and \$280 per annum; and three additional weekly trips to be run on route, as curtailed, at \$560 additional per annum.	280 00	-----	Jan. 15, 1857, rescinded.
----do-----	Route extended to Centralia, increasing distance 80½ miles.	-----	Jan. 1, 1857	
Dec. 26, 1856	Route to commence at Lewisburg, omitting Northumberland and embracing Winfield, increasing distance two miles.	28 00	} Jan. 1, 1857	
	Three additional weekly trips between Lewisburg and New Berlin, via Winfield.	172 00		
Dec. 31, 1856	One additional monthly trip.	500 00	Jan. 22, 1857	
----do-----	Route to commence at Fort Ripley, saving 20 miles and \$74 per annum, and extended to end at St. Joseph's, in lieu of Pembina, increasing distance 35 miles, and pay \$129 50 per annum.	55 50	July 6, 1856	
----do-----	Two additional monthly trips.	773 76	Feb. 7, 1857	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
1089. From Troy to Saratoga Springs, N. Y.	Rensselaer and Saratoga Railroad Co.	Twelve times a week, by railroad.	<i>Miles.</i> 32	\$3,200 00
3984. From Barron Creek Springs to White Haven, Md.	W. W. Gillis.....	Once a week; mode not specified.	28	193 00
6017. From Florence to Cheraw, S. C.	Cheraw & Darlington Railroad Co.	Six times a week, by railroad.	40	1,714 29
4886. From Wytheville to Tazewell C. H., Va.	Dougherty & Baylor.	Three times a week from May to October in each year; twice a week residue of year, in two-horse coaches.	37	1,000 00
14026. From Henderson to Sioux Agency, Min. Ter.	J. R. Brown	Once a week; mode not specified.	46	250 00
14027. From Faribault to Henderson, Min. Ter.	J. R. Brown .....	.....do.....	45	200 00
14007. From St. Paul to West Union, Min. Ter.	J. J. Brackett.....	.....do.....	197	969 00
6384. Americus to Glenalta, Ga.	J. W. Cobb .....	.....do.....	42	265 00
6188. From Williamston to Williamston, S. C.	B. J. Johnson.....do.....	Equal to 20½	69 00
13141. From Saugatuck to South Haven, Mich.	John Payne.....do.....	23	150 00

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Continued.

Date of order of additional allowance	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Dec. 31, 1857	Distance being shown to be 32 ¹¹ / ₁₀₀ miles, pay to stand at \$3,281 per annum.	\$81 00	April 1, 1854	
.....do.....	Service restored to end at Princess Ann, and one additional weekly trip to be run to Quantico, 9 miles.	48 00	Jan. 14, 1857	
Jan. 2, 1857	Order of Dec. 4, 1855, discontinuing Sunday trip, rescinded.	278 57	.....	Never went into effect.
Jan. 3, 1857	Service increased to three times a week during the whole year.	200 00	.....	January 21, 1857, rescinded.
.....do.....	Route extended to Medary, on the Sioux river, twice a month, 120 miles.	100 00	April 1, 1857	
.....do.....	Route extended, by High Island, Hutchinson, and St. Andrew's, to Breckenridge, twice a month.	100 00	May 21, 1857	
.....do.....	Two additional weekly trips between St. Paul and Faribault, 53 miles, and one additional weekly trip between Faribault and West Union; the whole service, original and additional, to be performed in two-horse coaches.	1,229 70	Jan. 15, 1857	
.....do.....	Route changed to omit Pineville and Glenalta, and run, after passing Preston, by Richland, Lumpkin, and Bladen Creek, to Georgetown, and service from Americus to Lumpkin, 37 ¹ / ₂ miles, made tri-weekly.	607 00	Jan. 14, 1857	
Jan. 8, 1857	Supply of Churubusco, increasing distance six miles.	20 00	Feb. 21, 1857	
.....do.....	Supply of New Casca, increasing distance 5 ¹ / ₂ miles.	35 87	Jan. 1, 1857	



Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
13359. From Jacksonville to Middletown, Ill.	S. D. Butler	Once a week ; mode not specified.	52	\$385 00
8961. From Greenfield to Hall, Mo.	M. H. Allison .....	.....do.....	38	160 00
3155. From Eaton to Towanda, Penn.	Stevens & Fossett	Twice a week; mode not specified.	40	385 00
3015. From West Chester to Philadelphia, Penn.	West Chester Railroad Company.	Twelve times a week, by railroad.	34	1,020 00
1475. From North Potsdam to Canton, N. Y.	W. L. Knowles, general agent of Potsdam and Watertown R. R. Co.	Twelve times a week to Potsdam, six times a week residue of route, by railroad.	17	771 43
5099, (old.) From Bowling Green to Rockport, Ky.	T. H. Burch	Once a week; mode not specified.	84½	356 00
7381a. From Paulding to De Soto, Miss.	W. H. Edmondson	Three times a week, in two-horse coaches.	22	350 00
7535. From Elizabeth to Gainesville, Ark.	W. Evans	Once a week; mode not specified.	84	495 00
9019. From Barnesville to Woodsfield, Ohio.	John Howard	Six times a week; mode not specified.	19	398 00
13256a. From Springfield to Beardstown, Ill.	J. W. Davis	Three times a week, in two-horse coaches.	57	900 00
4854. From Richmond to Danville, Va.	Richmond & Danville R. R. Co.	Six times a week, by railroad.	141½	11,962 50

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Jan. 9, 1857	Route to end at Lincoln, in lieu of Middletown, 13 miles, and run one additional weekly between Middletown and Lincoln.	\$192 50	Jan. 20, 1857	
-----do-----	Route to end at Curran, increasing distance 8 miles.	33 00	Feb. 4, 1857	
Jan. 9, 1857	Supply of Macedonia, increasing distance 3 miles.	28 00	-----	Date of commencement not reported.
-----do-----	Two mails a week, to be delivered at Paoli from West Chester.	50 00	Jan. 1, 1857	
-----do-----	Route extended from Canton, via the intermediate offices, to Watertown, increasing distance 59 miles.	2,929 00	Feb. 1, 1857	
-----do-----	For ferrriages incurred in carrying out order of February 25, 1847, to supply Warrenton and Lock No. 4.	37 80	April 21, 1847 to June 30, 1850	At rate of \$10 per annum.
Jan. 10, 1857	Three additional weekly trips.	350 00	Feb. 2, 1857	
-----do-----	Route to commence at Jacksonport, Ark., increasing distance 3 miles.	19 80	-----	Date of commencement not reported.
Jan. 13, 1856	Service improved to two-horse hacks, agreeably to privilege reserved in acceptance of May 7, 1856.	52 00	Jan. 13, 1857	
-----do-----	Order of December 11, 1856, to contract for this service, modified so as to make rate of pay \$1,800 per annum.	900 00	Jan. 31, 1857	
Jan. 15, 1856	Richmond and Danville Railroad being completed agreeably to the terms of charter, the rate of \$100 per mile per annum allow for that portion of it between Burkesville and Danville, 87½ miles, instead of \$75 per mile per annum.	2,187 50	May 6, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
12721. From Carryonville, O. T., to Yreka, Cal.	J. M. Forest.....	Once a week; mode not specified.	<i>Miles.</i> 140	\$4,000 00
14006. From Taylor's Falls to Superior, Minn. Ter.	G. E. Nettleton...	-----do-----	151	1,462 50
13111. From Battle Creek to La Grange, Mich.	P. F. Alexander...	Twice a week to Climax Prairie, once a week residue of route; mode not specified.	61	440 00
9376. From Lansing to Decorah, Iowa.	John Haney, jr....	Once a week; mode not specified.	35	150 00
4810. From Matipony to Todd's, Va.	C. H. Bradshaw....	-----do-----	7	62 00
14006. From Taylor's Falls to Superior, Minn. Ter.	G. E. Nettleton...	-----do-----	115	975 00
3938. From Hagerstown to Bakersville, Md.	Medley & Condy...	-----do-----	9	80 00
3812. From Georgetown, Del., to Princess Ann, Md.	B. H. Kirkpatrick..	Three times a week, in two-horse coaches.	48	785 00
8469. From La Fayette to Rock House, Tenn.	W. K. Carr.....	Twice a week; mode not specified.	24	114 00
13,684a. From Horicon to Waupun, Wis.	Milwaukee and Horicon R. R. Co.	Six times a week, by railroad.	15	375 00
13776. From Black River Falls to Stillwater, Wis.	L. W. Nicholls....	Twice a week, in two-horse covered carriage.	115	3,700 00
3163. From Friendsville to Binghampton, Penn.	Robert Winters...	Three times a week, in two-horse coaches.	24	340 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Jan. 15, 1856	Supply of Henley, increasing distance $\frac{1}{2}$ mile.	\$15 00	Jan. 1, 1857	
-----do-----	Fifty per cent. allowed under order of February 20, 1855, discontinued, saving \$487 50, and two additional weekly trips, at \$19 50 additional, ordered in lieu thereof.	1,462 50	May 5, 1857	
Jan. 16, 1856	Supply of Pavilion, increasing distance 1 mile.	6 11	Dec. 6, 1856	Site changed.
Jan. 15, 1857	Two additional weekly trips.	300 00	Feb. 20, 1857	
-----do-----	Route to commence at Todds, and run, by Danielsville and Matipony, to Locust Grove, increasing distance 7 miles, and service increased to twice a week.	118 00	Feb. 1, 1857	
Jan. 16, 1857	Two additional weekly trips.	1,950 00	May 5, 1857	
Jan. 17, 1857	-----do-----	160 00	Jan. 26, 1857	
-----do-----	Route changed to commence at Seaford, omitting Georgetown and Concord, and three additional weekly trips to be run on route as changed.	785 00	Feb. 18, 1857	
-----do-----	Service improved to every other day.	85 50	Feb. 13, 1857	
-----do-----	Route extended, by Brandon and Metomen, to Ceresco, increasing distance 16 miles; and \$50 per mile per annum, less $\frac{1}{2}$, allowed on entire route.	953 66	Nov. 14, 1856	
-----do-----	One additional weekly trip from November 15 to April 15 in each year	770 83	Nov. 17, 1857	
Jan. 19, 1857	Route to commence at St. Joseph's, omitting Friendsville, and three additional weekly trips to be run on route as changed.	340 00	Feb. 2, 1857	

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
3990. From Vienna to Federalsburg, Md.	W. H. Conaway---	Twice a week; mode not specified.	20	\$150 00
Special. Locust Grove supplied from McDonough, Ga.	Under authority to postmaster to engage service.	Once a week; mode not specified.	8	40 00
4875. From Big Lick to Rocky Mount, Va.	J. H. Walker-----	Three times a week, in two-horse coaches.	28	570 00
4910. From Frederick's Hall to Cartersville, Va.	M. B. Waddy-----	Twice a week; mode not specified.	37	358 70
8981. From Springfield to Neosho, Mo.	S. D. Sutton -----	Twice a week, in two-horse coaches.	74	673 50
4842. From Culpeper C. H. to Front Royal, Va.	R. H. McCleave---	Twice a week; mode not specified.	42	394 00
9277. From Toledo to La Grange, Ohio.	A. W. Woodworth	Once a week; mode not specified.	101	499 00
12702. From Rainier to Steilacoom City, Or. Ter.	N. Gray -----	-----do-----	110	3,100 00
3450. From Pittsfield to Waterford, Pa.	L. Hoar -----	Three times a week, in two-horse coaches.	43	800 00
9274. From Toledo to Grafton Station, Ohio.	Cleveland and Toledo Railroad Company.	Six times a week, by railroad.	88½	3,793 00
13787. From Sauk City to Prairie du Chien, Wis.	James Banks-----	Once a week; mode not specified.	100	800 00
13066. From Warnerville to Brighton, Mich.	A. Barber-----	-----do-----	6	47 00
13132. From De Witt to Duplain, Mich.	O. Bebee -----	Three times a week; mode not specified.	23	150 00
5042. From Alma to Conrad's Store, Va.	George Kite -----	Twice a week; mode not specified.	17	140 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
July 19, 1857	Route to commence at Drawbridge, increasing distance 8 miles.	\$60 00	-----	Date of commencement not reported.
Jan. 21, 1857	Supply to be from Griffin instead of McDonough, and Welden's embraced, increasing distance 7 miles.	40 00	-----	Do.
Jan. 21, 1857	Route to commence at Salem, omitting Big Lick and embracing Cave Spring, increasing distance 2 miles.	41 00	Feb. 15, 1857	
----do-----	For tolls during quarter ended Dec. 31, 1856, incurred under order of July 21, 1855, to end route at Cartersville.	6 00	-----	
Jan. 22, 1857	One additional weekly trip.	336 75	Feb. 16, 1857	
----do-----	Supply of Homeland, increasing distance $4\frac{1}{2}$ miles	42 00	Mar. 28, 1857	
----do-----	Supply of Java at new site, increasing distance 1 mile.	5 00	Jan. 18, 1857	
Jan. 23, 1857	Route extended to Seattle, Wash. Territory, increasing distance 33 miles.	930 00	April 1, 1857	
----do-----	Three additional weekly trips between Waterford and Union Mills, eight miles.	149 00	Feb. 15, 1857	
Jan. 26, 1857	Route extended to Cleveland, increasing distance $25\frac{1}{2}$ miles.	1,093 00	July 1, 1856	
----do-----	Route to commence at Prairie du Sac, increasing distance $1\frac{1}{2}$ mile.	12 00	-----	Date of commencement not reported.
----do-----	Route extended to Green Oak, increasing distance 3 miles.	23 50	March 4, 1857	
----do-----	Four additional weekly trips between De Witt and St. John's, $13\frac{1}{2}$ miles.	176 00	April 6, 1857	
Jan. 28, 1857	Route to commence at Luray.	110 00	Feb. 7, 1857	

Terminal of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
4913. From Gordonsville to New Market, Va.	B. F. Carver	Three times a week to Madison C. H., twice a week residue of route; mode not specified.	64	\$859 00
3240. From Lewisburg to Spruce Creek, Pa.	M. Buoy	Six times a week to Mifflinburg, three times a week residue of route, in two-horse coaches.	70	1,844 00
5114. From Franklin to Green Valley, Va.	J. G. Hille	Once a week; mode not specified.	55	290 00
5252. From Westview to Staunton, Va.	S. Mayes	Three times a week; mode not specified.	6	75 00
4999. From Lovettsville to Lovettsville, Va.	J. M. Slater .....	.....do.....	8½	149 00
13124. From Grand Rapids to Croton, Mich.	N. M. Lenathan ..	Once a week; mode not specified.	46	174 50
13825. From Milwaukee to Fox Lake, Wis.	La Crosse and Milwaukee Railroad Company.	Six times a week, by railroad.	68	2,917 00
7078. From Camp Spring to Leighton, Ala.	J. Smith	Once a week; mode not specified.	24	124 14
5614. From Goldsboro' to Hookerstown, N. C.	Blocker & Love ..	Twice a week; mode not specified.	29	499 00
3107. From Honesdale to Moscow, Pa.	W. R. McLaurey ..	Three times a week, in two-horse coaches.	28	450 00
611. From Boston to Jamaica Plains, Mass.	W. Wellington, jr.	Six times a week, in two-horse coaches.	5	159 00
6826. From Homosassa to Long Pond, Fla.	J. E. Allen	Once a week; mode not specified.	60	600 00
7340. From Lamar to Cripple Deer, Miss.	J. J. Gallaher	Three times a week, with certainty, celerity, and security.	96	1,932 00
3178. From Towanda to Laporte, Pa.	W. Colley .....	.....do.....	30	548 00
8248. From Mount Sterling to Paris, Ky.	Irvine & Hawkins.	Twice a week; mode not specified.	27	340 00
3303. From Tyrone to New Washington, Pa.	J. T. McVay	Once a week; mode not specified.	36	395 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Jan. 28, 1857	Route curtailed to end at Madison C. H., and service increased to six times a week.	\$55 00	Feb. 1, 1857	
Jan. 29, 1857	Three additional weekly trips between Mifflinburg and Spruce Creek, 61 miles.	1,418 00	Feb. 11, 1857	
....do.....	Route to end at Millboro' Springs, increasing distance 8 miles.	42 00	Mar. 10, 1857	
....do.....	Route to commence at Deerfield, increasing distance 16 miles.	200 00	Feb. 3, 1857	
....do.....	For tolls and ferriages during quarter ended Dec 31, 1856.	5 67	.....
Jan. 30, 1857	One additional weekly trip.	174 50	Feb. 7, 1857	
....do.....	Route extended to Pardee-ville, embracing supply of Cambria, increasing distance 19 miles.	814 29	Dec. 29, 1856	
....do.....	Supply of Concord, increasing distance 2½ miles.	13 00	April 30, 1855	
....do.....	Supply of Bull Head, increasing distance three miles.	52 00	Jan. 8, 1857	
Feb. 2, 1857	Three additional weekly trips.	450 00	Feb. 16, 1857	
Feb. 3, 1857	Six additional weekly trips to Roxbury, three miles.	95 50	Feb. 13, 1857	
....do.....	Supply of Wekeiva, increasing distance twelve miles.	120 00	Mar. 13, 1857	
....do.....	Route extended to Burnsville, omitting Cripple Deer, increasing distance 12 miles.	241 00	Feb. 13, 1857	
Feb. 4, 1857	Three additional weekly trips between Laporte and Dushore, 9 miles.	164 00	Feb. 11, 1857	
....do.....	Four additional weekly trips; the whole service to be performed in four-horse coaches.	680 00	Feb. 4, 1857	
Feb. 5, 1857	Two additional weekly trips.	505 00	Feb. 11, 1857	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
13503. From Middleport to Danville, Ill.	N. Wilson	Once a week, in two-horse coaches.	52	\$500 00
13821. From Richland City to Viroqua, Wis.	H. B. Herrick.....	Once a week; mode not specified.	48	400 00
9045. From Jefferson City to Little Piney, Mo.	G. A. Parsons.....	.....do.....	65	375 00
9167. From McConnellsville to Little Hockhocking, O.	W. Thompson	Twice a week; mode not specified.	42	390 00
7161. From Monticello to Geneva, Ala.	J. Y. Register.....	Once a week; mode not specified.	71½	432 00
9275. From Toledo to Attica, Ohio.	Toledo, Wabash & Western Railr'd Company.	Six times a week, by railroad.	225	16,875 00
9273. From Van Buren to Ridge Land, Ohio.	D. A. Baker.....	Once a week; mode not specified.	25	208 00
8664. From Philadelphia to River Side, Tenn.	R. B. Began.....	Three times a week; mode not specified.	15	200 00
6477. From Newnan to Kedron, Ga.	W. Morgan.....	Twice a week; mode not specified.	12	125 00
6515. From Chenuba to Colquitt, Ga.	J. E. Lee.....	Once a week; mode not specified.	65	550 00
6514. From Blakely to Bainbridge, Ga.	A. H. McLaws.....	Once a week, in buggies.	45	400 00
6380. From Oglethorpe to Vienna, Ga.	B. F. Flemming..	Twice a week; mode not specified.	23	370 00
9052. From Enon Valley to Ravenna, Ohio.	W. Ward.....	Six times a week, in two-horse hacks.	52½	1,785 00
1308. From Buffalo to Hinsdale, N. Y.	D. Paul	Three times a week, in four-horse coaches to Yorkshire, and in two-horse coaches residue of route.	67	600 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service	Remarks.
Feb. 5, 1857	Once a week mail between Middleport and Onargo, 15 miles.	\$144 00	Jan. 1, 1856 to Aug. 20, 1856	
....do.....	Route to commence at Lone Rock, increasing distance 5 miles.	41 66	Feb. 28, 1857	
....do.....	Two additional weekly trips betw'n Lone Rock and Richland Centre, 17 miles.	283 33	....do.....	
....do.....	Supply of Vienna, increasing distance 6 miles.	34 00	May 26, 1856	
....do.....	Supply of Little Hocking, at new site, increasing distance $\frac{1}{2}$ of a mile.	2 40	Feb. 5, 1857	
....do.....	Also, 50 cents a quarter for ferriages incurred in consequence of said change of site.	2 00	....do.....	
....do.....	For ferriages during the quarter ended December 31, 1856.	4 00	.....
....do.....	Route extended to Danville, Ill., increasing distance 25 miles.	2,500 00	Dec. 1, 1856	
....do.....	Supply of Portage Centre, increasing distance 1 mile.	8 00	.....	Date of commencement not reported.
Feb. 6, 1857	Route to end at Chota, increasing distance 8 miles.	106 00	Feb. 27, 1857	
....do.....	Route extended to Turin, increasing distance 6 miles.	62 50	Feb. 25, 1857	
....do.....	One additional weekly trip.	550 00	Feb. 23, 1857	
....do.....	....do.....	400 00	....do.....	
....do.....	Route extended to Millwood, increasing distance 12 miles.	193 00	Feb. 19, 1857	
Feb. 7, 1857	Frederick omitted from, and Deerfield embraced on, route, increasing distance $2\frac{1}{2}$ miles.	83 00	Feb. 25, 1857	
....do.....	Three additional weekly trips between Buffalo and East Aurora.	50 00	Feb. 15, 1857	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
8570. From Camargo to Pleasant Plains, Tenn.	S. Y. McCalla.....	Once a week; mode not specified.	17	\$85 00
9356. From New Lexington to Athens, Ohio.	G. Thompson .....	.....do.....	32	394 00
8856. From Canton to Lancaster, Mo.	W. Eagan.....	Twice a week in two-horse coaches.	75½	620 00
3815. From Dagsboro' to Tunnell's Store, Del.	W. Parkhurst.....	Once a week; mode not specified.	19	60 00
3985. From Barren Creek Springs to Laurel, Md.	J. Wright	Once a week to Sharptown, twice a week residue of route; mode not specified.	16	85 00
4951. From Richmond to Tappahannock, Va.	R. F. Broadey.....	Twice a week, in four-horse coaches.	51½	124 00
5013. From Lost River to Baker's Run, Va.	R. A. Boone.....	Once a week; mode not specified.	7	44 00
3982. From Cambridge to Buckstown, Md.	E. Street.....	.....do.....	10	75 00
3983. From Salisbury to Berlin, Md.	W. J. Humphries .....	.....do.....	28	125 00
3985. From Barren Creek Springs to Laurel, Md.	J. Wright	Twice a week; mode not specified.	16	110 00
3990. From Drawbridge to Federalsburgh, Md.	W. A. Conaway.....	.....do.....	28	210 00
3810. From Bridgeville to Cambridge, Del.	W. Cannon	Three times a week, in a one or two horse carriage.	34	840 00
4913. From Gordonsville to Madison C. H., Va.	B. F. Carver.....	Six times a week; mode not specified.	20	914 00
15009. From Sidney to Nebraska City, N. T.	S. F. Nuckolls.....	Once a week; mode not specified.	13	189 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Feb. 7, 1857	Route to commence at Fayetteville, increasing distance 9 miles.	\$35 00	Feb. 18, 1857	
do-----	Supply of Buchanan, at new site, increasing distance 2½ miles.	31 00	Feb. 24, 1857	
Feb. 11, 1857	One additional weekly trip 9 months in the year.	232 50	Mar. 16, 1857	
do-----	One additional weekly trip.	60 00	Feb. 24, 1857	
do-----	One additional weekly trip between Barren Creek Springs and Sharptown.	25 00	Feb. 26, 1857	
do-----	Supply of Bestland, increasing distance 10 miles.	24 00	-----	February 25, 1857, rescinded.
do-----	Route to commence at Woodstock and embrace Columbia, increasing distance 23 miles.	146 00	Feb. 24, 1857	
do-----	Supply of Aries, increasing distance 6 miles.	25 00	June 1, 1857	
Feb. 12, 1857	Two additional weekly trips.	250 00	-----	February 25, 1857, rescinded.
do-----	One additional weekly trip.	55 00	Feb. 26, 1857	
do-----	Supply of Big Mills, increasing dist. 3 miles. And run one additional weekly trip over entire route.	23 00 116 00	-----	Date of commencement not reported.
do-----	Supply of Hicksburgh, increasing dist. 2 miles.	50 00	Feb. 20, 1857	
do-----	Order of Jan'y 28, 1857, to end route at Madison C. H. and run three additional weekly trips on route, as curtailed, modified so as to deduct \$200 for the curtailment and to allow \$659 additional for the additional trips.	604 00	Feb. 1, 1857	
Feb. 13, 1857	Two additional weekly trips.	378 00	Mar. 23, 1857	

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
3469. From Bradford to Tuna, Pa.	B. Jennett.....	Three times a week ; mode not specified.	13	\$200 00
6854. From Camp Izard to Bay Port, Fla.	C. T. Jenkins.....	Twice a week, in two-horse coaches.	54	1,350 00
7467. From Quitman to Columbus, Miss.	Jemison & Ficklin	Three times a week, in four-horse coaches.	125	5,300 00
3168. From Scottsville to Dushore, Pa.	W. Colley.....	Once a week ; mode not specified.	22	94 00
3288. From Tremont to Millersburg, Pa.	J. Horner	Three times a week, in stages.	36	549 00
8980. From Springfield, Mo., to Fayetteville, Ark.	R. A. Walker	Three times a week, in two-horse stages.	106	1,749 00
3067. From Plymouth Meeting to Doylestown, Pa.	J. Harter	Once a week ; mode not specified.	19	100 00
7550. From Van Baren to Fayetteville, Ark.	A. Outzen	Three times a week, in two-horse coaches.	64	1,545 00
14051. From Winona to Chatfield, Min. Ter.	D. A. J. Baker.....	Three times a week ; mode not specified.	37	300 00
7405. From Williamsburg to Brookhaven, Miss.	M. J. Whitworth.	Twice a week ; mode not specified.	55	699 00
5603. From Garysburg to Hyman's Ferry, N. C.	G. K. & J. Parker.	Three times a week ; mode not specified.	66	1,079 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Feb. 13, 1857	Service increased to six times a week, at \$300 per annum, agreeably to privilege reserved in acceptance of May 7, 1856.	\$100 00	Feb. 20, 1857	
Feb. 14, 1857	For tolls for quarters ending September 30 and December 31, 1856.	26 00	-----	
-----do-----	Order of Oct'r 28, 1856, curtailing service so as to commence at Scooba, omitting Quitman, Marion and Lauderdale Springs, 66 miles, from April 28, 1856, in lieu of December 16, 1856, and commencing route at Sugar Lock (Lockhart) from June 10, 1856, 82 miles, modified so as to deduct \$949 in lieu of \$1,364, making the service six times a week from Macon Depot to Columbus, 32 miles, and pay 2,704 dollars.	108 00	Oct. 1, 1856	
Feb. 18, 1857	Supply of Narkonks, increasing dist. 2 miles.	8 00	April 4, 1857	
-----do-----	Supply of Lyhens, increasing distance $\frac{1}{2}$ a mile.	8 00	-----	Date of commencement not reported.
-----do-----	Three additional weekly trips.	1,749 00	Mar. 24, 1857	
-----do-----	Route to commence at Norristown, increasing distance 4 miles.	21 00	} -----	Do.
-----do-----	Two additional weekly trips over entire route.	242 00		
-----do-----	Three additional weekly trips.	1,545 00	April 2, 1857	
Feb. 20, 1857	-----do-----	300 00	April 9, 1857	
Feb. 21, 1857	One additional weekly trip between Monticello and Brookhaven, 23 miles.	146 00	April 1, 1857	
-----do-----	Route to end at Plymouth, increasing distance 6 miles.	96 00	March 3, 1857	

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
5657. From Williamston to Newbern, N. C.	C. A. Jordan	Three times a week, in two-horse coaches.	57	\$1,418 00
7860. From Houston to Austin, Texas.	F. P. Sawyer	Three times a week, in four-horse coaches, with a tri-weekly branch to Brenham, 20 miles.	204	8,215 00
8063. From Washington to Springfield, Texas.	.....do.....	Twice a week, in two-horse coaches, with a semi-weekly branch, Alto Springs to Waco Village, 45 miles.	157	5,594 00
4930. From Gauley Bridge to Red Sulphur Springs, Va.	P. Hawkins	Twice a week to Fayetteville, once a week residue of route.	86	457 75
7333. From Panola to Coffeeville, Miss.	J. A. Tully	Three times a week; mode not specified.	37	667 00
13005. From Detroit to Owasso, Mich.	Detroit and Milwaukee Railroad Company.	Six times a week, by railroad.	79½	5,962 00
13779. From Prescott to Falls of St. Croix, Wis.	J. Abear	Once a week; mode not specified.	56	598 00
3813. From Hillsboro' to Whaleysville, Del.	B. Burton .....	.....do.....	20	140 00
3811. From Georgetown to Eastville, Del.	H. B. Kirkpatrick.	Three times a week, in two-horse coaches.	129	1,949 00
8501. From Knoxville to Wilsonville, Tenn.	P. Seaton	Once a week; mode not specified.	57½	238 00
15210. From Leavenworth City to Fort Riley, K. T.	F. Emery	Once a week, in two-horse coaches.	126	1,680 00
7441. From Ripley to Ridenour, Miss.	E. Davis	Once a week; mode not specified.	32	175 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Feb. 21, 1857	Order of March 22, 1856, curtailing route by commencing at Williamson, rescinded.	\$175 00	-----	Never went into effect.
Feb. 23, 1857	Service extended from La Grange, by Columbus, to Richmond, 85 miles, supplying Barnard once a week.	1,875 00	Feb. 23, 1857	
-----do-----	One additional weekly trip from Washington, by Alto Springs, to Waco Village, 130 miles.	2,292 00	Mar. 21, 1857	
-----do-----	One additional weekly trip between Fayetteville and Red Sulphur Springs.	329 75	Mar. 15, 1857	
Feb. 25, 1857	Supply of Mount Nebo, increasing distance 3½ miles, instead of 1 mile; allow \$63 additional per annum, instead of \$18.	45 00	Oct. 1, 1854	
-----do-----	Route extended to St. John's, increasing distance 20 miles, and embracing supply of Maple Valley.	1,500 00	Jan. 14, 1857	
-----do-----	Two additional weekly trips between Prescott and Hudson, 18 miles.	384 00	April 1, 1857	
-----do-----	Route to commence at Laurel and end at Berlin, increasing distance 10 miles.	70 00	} Mar. 9, 1857	
-----do-----	Two additional weekly trips on route as changed.	420 00		
Feb. 27, 1857	Three additional weekly trips to Snow Hill, 47 miles.	710 00	-----	October 17, 1857, rescinded; contractor declined.
-----do-----	One additional weekly trip.	238 00	Mar. 23, 1857	
-----do-----	Supply of Fort Riley (late Pawnee) at new site, increasing distance 2 miles.	20 00	Jan. 1, 1856	
-----do-----	One additional weekly trip from Blockland, by Carolina, to Rienzi, 21 miles.	114 00	May 5, 1857	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
97. From Portland to Augusta, Me.	Kennebec & Portland Railroad Company.	Twelve times a week, by railroad.	<i>Miles.</i> 73	\$7,300 00
7023. From Columbus, Ga., to Chunenuggee, Ala.	A. Haygood.....	Twice a week; mode not specified.	58½	992 00
5713. From Roxboro' to Oxford, N. C.	C. Hamlen	Once a week; mode not specified.	28	170 00
13104. From Ionia to Greenville, Mich.	L. A. Loomis.....	-----do-----	23	115 00
4822. From Warsaw to Kilmarnock, Va.	R. H. Motherhead	Twice a week; mode not specified.	50	740 00
3982. From Cambridge to Buckstown, Md.	E. Street.....	Once a week; mode not specified.	16	100 00
3922. From Broad Creek to Centreville, Md.	J. Phillips.....	Twice a week; mode not specified.	21	225 00
3819. From Smyrna Station to Hillsboro', Del.	J. R. Woodworth	Six times a week, in two-horse coaches.	35	1,085 00
13465. From Kankakee Depot to Horse Creek, Ill.	F. Seguin.....	Once a week; mode not specified.	14	175 00
6115. From Newberry C. H. to Edgefield C. H., S. C.	Stucky & Rogers..	-----do-----	42	249 00
3388. From Franklin to Union Mills, Pa.	J. Connell.....	Twice a week; mode not specified.	44	534 00
8829. From Fulton to Paris, Mo.	C. Williams.....	-----do-----	49	474 60
7503. From Little Rock to Washington, Ark.	Peay & Ayliff	Three times a week, in two-horse coaches.	130	7,400 00
5263. From Campbell C. H. to Pittsylvania C. H., Va.	D. T. Harvey.....	Twice a week; mode not specified.	44	643 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Feb. 27, 1857	Route extended to Skowhegan, increasing distance 39 miles.	\$3,900 00	Mar. 9, 1857	
----do-----	Mails to be conveyed from Columbus, Ga., by Colbert, Alabama, Persons, Guerriyton, and Hardaway, to Chunenuggee, and back, daily, by railroad, to Guerriyton, 40 miles, and in four-horse coaches residue of route, 14 miles, with a twice a week side supply of Sanford from Colbert, Uchee from Elton, and Hernando and Enon from Guerriyton, at \$2,000 per annum.	1,008 00	Mar. 10, 1857	This is in lieu of the present service, and is ordered with the understanding that if at any time the railroad company shall refuse to convey the mails, the effect of this order shall cease, and the original service and pay be restored.
March 2, 1857	Supply of Allensville, increasing distance 5 miles.	30 00	Mar. 13, 1857	
----do-----	Two additional weekly trips.	230 00	Mar. 20, 1857	
March 3, 1857	Supply of Wycomico Church, at new site, increasing distance 1 mile.	15 00	Jan. 10, 1857	
----do-----	Route extended to Drawbridge, increasing distance 6 miles.	37 50	-----	See order of May 7, 1857.
----do-----	One addit'l weekly trip--	113 00	-----	October 17, 1857, rescinded; contractor declined.
----do-----	Route extended to Easton, increasing distance 14 miles.	434 00	Mar. 17, 1857	
----do-----	Route to end at Wilmington, increasing distance 6 miles.	75 00	-----	June 2, 1857, rescinded; contractor declined.
----do-----	Two addit'l weekly trips.	249 00	April 13, 1857	
March 6, 1857	One addit'l weekly trip.	267 00	Mar. 13, 1857	
Mar. 13, 1857	One addit'l weekly trip.	237 30	-----	Date of commencement not reported.
----do-----	Three additional weekly trips.	7,400 00	April 14, 1857	
----do-----	One addit'l weekly trip--	321 00	Mar. 18, 1857	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
3972. From Head of Sassafras to Denton, Md.	T. Murphy.....	Three times a week, with certainty, celerity, and security.	41	\$875 00
7683. From Little Rock to Aberdeen, Ark.	Reeside & Brimmer	Three times a week, in four-horse coaches.	63	5,225 00
9500. From Oskaloosa to Chariton, Iowa.	T. J. Wilson.....	Once a week; mode not specified.	48	350 00
7406. From Williamsburg to Brookhaven, Miss.	M. J. Whitworth.	Twice a week to Monticello, three times a week residue of route; mode not specified.	55	845 00
14528. From Evansville to Mount Vernon, Ind.	J. B. Green.....	Three times a week; mode not specified.	25	390 00
Special. Sidon supplied from Black Hawk, Miss.	J. M. Fauches....	Once a week; mode not specified.	16	75 00
12801. From Salt Lake City, Utah, to San Diego, Cal.	G. Chorpenning..	Once a month, with certainty, celerity, and security.	917	Limited to net yield. 12,500 00
13415. From Galena to Moline, Ill.	M. O. Walker.....	Three times a week, with certainty, celerity, and security.	92½	4,990 00
7740. From Water Proof to Kirk's Ferry, La.	R. Gouge.....	Once a week; mode not specified.	15	100 00
1169. From Amsterdam to Barkersville, N. Y.	D. S. Bartlett.....	Six times a week to Galway, three times a week residue of route, in two-horse coaches.	17	243 00
3268. From Jersey Shore to Oval, Pa.	R. Brown.....	Twice a week; mode not specified.	8	98 00
3349. From Sparta to Ten Mile, Pa.	D. J. Evans.....	Once a week; mode not specified.	12	88 00
5235. From Parkersburg to Jackson C. H., Va.	J. A. Bennett.....	.....do.....	40	174 00
1133. From Dickinson Centre to Fort Covington, N. Y.	W. Gray.....	Twice a week to Moriah, three times a week residue of route; mode not specified.	20	196 50
7565. From Pittsburg to Fort Smith, Ark.	J. Smith.....	Three times a week to Van Buren, six times a week residue of route, in two-horse coaches.	76	3,599 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Mar. 13, 1857	Three additional weekly trips to Bridgeton, 26 miles.	\$554 00	April 16, 1857	March 13, 1857, rescinded.
-----do-----	Route extended from Aberdeen, by Lawrenceville, Valley Grove, Big Creek, and Planters, to Helena, increasing distance 60 miles.	4,976 00	April 1, 1857	
-----do-----	Supply of Auburn, increasing distance 1 mile.	7 00	Jan. 5, 1857	
-----do-----	Fifty per cent. allowed for a led horse, between Monticello and Brookhaven, 23 miles.	219 00	April 1, 1857	
-----do-----	Three additional weekly trips.	390 00	April 1, 1857	
-----do-----	One addit'l weekly trip..	75 00	-----	Date of commencement not reported.
Mar. 18, 1857	Compensation increased by act of Congress of March 3, '57, to \$30,000 per annum.	17,500 00	July 1, 1857	
-----do-----	Supply of Urtick, increasing distance 1½ mile.	67 43	Nov. 4, 1854	
-----do-----	One addit'l weekly trip..	100 00	-----	Gouge died; contract ordered with R. Woods for twice a week service, at \$200, from April 13, 1857.
-----do-----	Site Mosherville changed, increasing distance ¾ of a mile on the tri-weekly portion of the route.	5 00	Mar. 31, 1857	
-----do-----	Route to end at Bastrass, increasing dist. 3 miles.	37 00	-----	Date of commencement not reported.
-----do-----	One addit'l weekly trip..	88 00	April 4, 1857	
-----do-----	One addit'l weekly trip..	174 00	April 3, 1857	
-----do-----	Supply of South Bombay on the tri-weekly route, increasing distance ¾ of a mile.	8 00	June 7, 1857	
-----do-----	Three additional weekly trips from Pittsburg to Van Buren, 71 miles.	3,154 00	-----	Date of commencement not reported.

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
7505. From Little Rock to Pittsburg, Ark.	Hanger & Howell.	Three times a week, in two-horse coaches.	114	\$5,000 00.
5756. From Wadesboro' to Charlotte, N. C.	J. Harky	Once a week ; mode not specified.	63	210 00
5822. From Holly Grove to Newport, N. C.	J. P. Ragan	-----do-----	21	114 00
7030. From Dadeville to Bradford, Ala.	W. Bice	-----do-----	27	139 00
14589. From Terre Haute to Springville, Ia.	M. McElroy	-----do-----	67	540 00
5025. From Lexington to Clifton Forge, Va.	J. C. Middleton...	Twice a week ; mode not specified.	35	300 00
7456. From Pontotoc to Ox- ford, Miss.	A. Mauldin	Three times a week ; mode not specified.	39	750 00
8488. From Crossville to Sweet Water, Ten.	J. Renfro	Once a week, with cer- tainty, celerity, and security.	50	166 00
8936. From Georgetown to Harrisonville, Mo.	J. Holden	Three times a week to Warrensburg, once a week residue of route; mode not specified.	69	601 00
8819. From Labaddie to Hamburgh, Mo.	A. Standiger	Three times a week ; mode not specified.	23½	496 00
15223. From Council Grove to Fort Riley, K. T.	Baker & Sewell ...	Once a week ; mode not specified.	35	539 00
3051. From Birdsboro' to Blue Rock, Pa.	J. Kendall	Twice a week ; mode not specified.	9½	133 00
3436. From Butler to Lau- renceburg, Pa.	J. Gregory	-----do-----	24	240 00
9485. From Wiscotta to Magnolia, Iowa.	W. W. Newton...	Once a week ; mode not specified.	95	1,030 00.
7388. From Gallatin to Port Gibson, Miss.	George Rea	Twice a week ; mode not specified.	36	536 00.
7605. From Camden to Ho- mer, Ark.	Agee & Simmons .	Once a week ; mode not specified.	92	705 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Mar. 19, 1857	Three additional weekly trips.	\$5,000 00	April 14, 1857	
Mar. 20, 1857	Supply of White Oak Branch, increasing distance 2 miles.	7 00	-----	Dec. 3, 1857, rescinded; never went into effect.
-----do-----	Route to commence at Warm Springs, increasing distance 5 miles.	27 00	April 18, 1857	
-----do-----	Supply of Island Home, increasing distance 5 miles.	26 00	-----	See order of April 30, 1857.
-----do-----	Supply of Lewis, increasing distance 2 miles.	16 00	April 7, 1857	
Mar. 21, 1857	Supply of Monmouth, increasing distance $\frac{1}{4}$ of a mile.	2 00	April 10, 1857	
-----do-----	Three additional weekly trips.	750 00	April 14, 1857	
-----do-----	Two additional weekly trips between Sweet Water and Ten Mile Stand, 14 miles.	93 00	May 9, 1857	
Mar. 25, 1857	Branch route from Warrensburg to Pleasant Hill, 30 miles, once a week.	133 00	July 11, 1857	
-----do-----	Supply of New Melle, increasing distance 7 miles.	64 00	Sept. 2, 1856	
-----do-----	Supply of Kenton, increasing distance $2\frac{1}{2}$ miles.	38 00	Oct. 7, 1856	
-----do-----	Route extended to Morgantown, increasing distance 3 miles.	44 00	April 4, 1857	
-----do-----	One additional weekly trip over entire route.	89 00	-----do-----	
-----do-----	Site of Laurenceburg changed, increasing distance $1\frac{1}{2}$ mile.	15 00	Jan. 1, 1857	
-----do-----	Route to commence at Adel, increasing distance 12 miles.	130 00	April 21, 1857	
-----do-----	Supply of Pattona, increasing distance $1\frac{1}{2}$ mile.	22 00	Mar. 10, 1857	
-----do-----	One additional weekly trip from Camden to Magnolia, 38 miles.	291 00	April 23, 1857	

Termini of ro	Contractor's name.	Original service.	Original distance.	Original price.
			Miles.	
7406. From Gallatin to Ozyka, Miss.	M. J. Whitworth.	Once a week to Liberty, 63 miles; three times a week residue of route; mode not specified.	87	\$998 00
7961. From Austin to Victoria, Tex.	D. A. Saltmarsh ..	Three times a week, in four-horse coaches.	125	4,830 00
14003. From St. Paul to Falls of St. Croix, M. T.	C. A. Bromly.....	Six times to Stillwater, twice a week residue of route; mode not specified.	52	991 63
13816. From Manitowoc to Calumet Village, Wis.	N. E. Eastman ...	Once a week; mode not specified.	35	266 00
13825. From Milwaukee to Pardeeville, Wis.	La Crosse & Milwaukee Railroad Co.	Six times a week by railroad.	87	3,730 00
8969. From Sarcoxie to Carthage, Mo.	T. G. Walter.....	Twice a week; mode not specified.	16	145 60
13488. From Polo to Galena, Ill.	M. O. Walker	Three times a week ...	60	2,416 67
6854. From Camp Izard to Bay Port, Fla.	C. T. Jenkins.....	Twice a week, in two-horse coaches.	54	1,350 00
7731. From Red River Landing to Alexandria, La.	Parmalee & Taylor	Three times a week, in four-horse coaches	64	4,944 00
5074. From Bellton to Woodlands, Va.	W. E. Parrott	Once a week; mode not specified.	28	120 00
Special. Saugus supplied from Lynn, Mass.	J. Newhall.....	Six times a week; mode not specified.	2½	100 00
8946. From Quincy to Oceola, Mo.	H. Pollard.....	Three times a week; mode not specified.	18	242 43
7441. From Ripley to Rienzi, Miss.	E. Davis.....	Once a week; mode not specified.	32	289 00

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Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Mar. 25, 1857	Route to commence at Summit, (on the railroad,) saving 12 miles and \$90 per annum; two additional weekly trips to be run between Summit and Smithdale, 12 miles, at \$180 additional per annum; and three additional weekly trips between Liberty and Osyka, 24 miles, at \$532 additional per annum.	\$622 00	April 20, 1857	
Mar. 26, 1857	Route extended to Indianola, 46 miles.	1,777 00	Mar. 26, 1857	
-----do-----	One additional weekly trip between Stillwater and Falls of St. Croix, 34 miles.	191 63	April 24, 1857	
-----do-----	Two additional weekly trips.	532 00	April 20, 1857	
-----do-----	Route extended to Portage city, increasing distance 8 miles.	347 00	Mar. 16, 1857	
-----do-----	One additional weekly trip	72 80	April 14, 1857	
-----do-----	Site of Polo changed to the railroad, increasing distance one mile.	40 25	Nov. 12, 1855	
-----do-----	Route to commence at Ocala, increasing distance 22 miles.	550 00	May 1, 1857	
April 4, 1857	Order of February 2, 1856, for route to run by Cheneyville and Leconte, in lieu of Mansura, Marksville, and Ryland, modified so as to allow for the 30 miles increased distance caused by said order.	1,787 00	Feb. 29, 1856	
-----do-----	Supply of Lynn Camp, increasing distance $\frac{1}{2}$ mile.	2 00	Jan. 1, 1857	
-----do-----	Six additional weekly trips.	50 00	April 13, 1857	
April 8, 1857	Fifty per cent. allowed for a led horse.	121 21	April 27, 1857	
April 9, 1857	One additional weekly trip between Ripley and Blackland, 11 miles.	61 00	May 5, 1857	

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
Special. Cold Water supplied from Nonconner, Miss.	C. T. Boyd.....	Once a week ; mode not specified.	6	\$75 00
14015. From Winona to Traverse des Sioux, Min. Ter.	O. M. Lord.....	Four times a month ; mode not specified.	162	1,547 52
14008. From St. Paul to Dubuque, Min. Ter.	M. O. Walker.....	Six times a week.....	272½	9,084 62
5025. From Lexington to Clifton Forge, Va.	J. C. Middleton....	Twice a week ; mode not specified.	35½	302 00
13132. From Dewitt to Duplain, Mich.	O. Bebee.....	Six times a week to St. John's, twice a week residue of route ; mode not specified.	23	326 00
8368. From Morganfield to Uniontown, Ky.	W. P. Jones.....	Twice a week ; mode not specified.	7	60 00
13748. From McHenry to Deer Grove, Wis.	M. Brooks.....	.....do.....	24	294 00
8489. From Post Oak Springs to Washington, Ten.	J. T. Nanney.....	.....do.....	29½	237 00
13120. From Kalamazoo to Grand Rapids, Mich.	W. G. Pattison....	Six times a week.....	48	873 00
8593. From Camden, Ten., to Hickman, Ky.	James & Ford.....	Three times a week, with certainty, celerity, and security.	85	1,800 00
13359. From Jacksonville to Lincoln, Ill.	S. D. Butler.....	Once a week ; mode not specified.	65	577 50
9005. From Caledonia to Cape Girardeau.	E. C. Sebastian....	Three times a week ; mode not specified.	92½	1,648 00
9437. From Fort des Moines to Nevada, Iowa.	J. G. Robinson....	Once a week ; mode not specified.	34½	124 00
8858. From La Grange to Trenton, Mo.	S. R. Scott.....	.....do.....	142	633 00
7746. From Deerfield to Ion, La.	S. D. Oliver.....	.....do.....	25	250 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
April 9, 1857	One additional weekly trip.	\$75 00	.....	Date of commencement not reported.
April 22, 1857	Service between Winona and Mantonville, 77 miles, increased to three times a week.	1,470 00	June 3, 1857	
.....do.....	Two additional weekly trips on the route, from April 16 to November 14 in each year.	3,488 33	April 27, 1857	
April 25, 1857	Order of March 21, 1857, for supply of Monmouth, modified so as to allow \$10 instead of \$2, distance being increased 1½ mile instead of ¼ of a mile.	8 00	April 10, 1857	
.....do.....	One additional weekly trip between St. John's and Duplain.	29 00	May 12, 1857	
.....do.....	One additional weekly trip.	30 00	May 20, 1857	
.....do.....	Route extended to Palatine, increasing distance 4 miles.	49 00	May 15, 1857	
.....do.....	Supply of Big Elm once a week, increasing distance 1½ miles.	6 00	Feb. 7, 1857	
.....do.....	Supply of Coysville, increasing distance five miles.	91 00	.....	Date of commencement not reported.
.....do.....	Supply of Manlyville in lieu of Sandy Hill, increasing distance one mile.	21 00	.....
.....do.....	Supply of Epler, increasing distance 4 miles.	32 00	April 14, 1857	
April 29, 1857	Three additional weekly trips between Cape Girardeau and Jackson, 10 miles.	179 00	June 15, 1857	
.....do.....	One additional weekly trip.	124 00	June 8, 1857	
.....do.....	One additional weekly trip to Kirksville, 69 miles.	307 00	May 12, 1857	
.....do.....	One additional weekly trip.	250 00	May 25, 1857	
.....do.....	Extend from Ion to Monroe, 25 miles further.	500 00	.....do.....	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
7771. From Deerfield to Richmond, La.	S. D. Oliver.....	Once a week; mode not specified.	26	\$260 00
7348. From Eastport to Aberdeen, Miss.	Jemison & Ficklin.	Three times a week in four-horse coaches.	94	1,450 00
9. From Waterville to North Anson, Me.	V. D. Pinkham ...	Three times a week in two-horse coaches.	34½	375 00
7100. From New Lexington to Toll Gate, Fla.	L. F. May.....	Three times a week to Fayette, 17 miles, residue of route twice a week; mode not specified.	55½	562 26
7717. From Donaldsonville to Cheneyville, La.	J. B. Price.....	Three times a week.	254	17,335 00
6819. From Alligator to Monticello, Fla.	D. Wilkerson.....	Once a week; mode not specified.	98	790 00
5210. From Rye Valley to Mouth of Wilson, Va.	W. Ross.....	-----do-----	22	65 00
4842. From Culpepper C.H. to Front Royal, Va.	R. H. McCleave....	Twice a week; mode not specified.	46½	436 00
7170. From Tuscumbia to Frankfort, Ala.	J. D. McClesky...	Three times a week; mode not specified.	19	180 00
7030. From Dadeville to Bradford, Ala.	W. Brice.....	Once a week; mode not specified.	32	165 00
4920. From Lebanon White Sulphur Springs to Bath Alum, Va.	R. H. McCleave....	Twice a week; mode not specified.	29	267 00

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Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
April 29, 1857	One additional weekly trip.	\$260 00	May 24, 1857	
-----do-----	Three additional weekly trips from Juka to Aberdeen, 86 miles.	1,327 00	May 15, 1857	
-----do-----	Three additional weekly trips between Skowhegan and Norridge-wock, 5 miles.	54 00	April 29, 1857	
-----do-----	Semi-weekly service extended beyond Toll Gate, via Barnesville, Detroit, Splung, Miss., Quincy, and Athens, to Aberdeen, increasing distance 48 miles.	420 00	-----	June 16, 1857, rescinded; contractor declined.
-----do-----	Supply of Côte Gelee, increasing distance one mile.	68 00	-----	Date of commencement not reported.
-----do-----	Supply of Huntsville, increasing distance $\frac{1}{4}$ of a mile.	2 00	May 18, 1857	
April 30, 1857	Route to commence at Marion, increasing distance 7 miles.	20 00	-----	Sept. 19, 1857, rescinded.
-----do-----	Order January 22, 1857, for supply of Homeland, modified so as to allow \$56 per annum additional instead of \$42, distance being increased 6 miles instead of $4\frac{1}{2}$ miles.	14 00	Mar. 28, 1857	
-----do-----	Route extended to Russellville, increasing distance $8\frac{1}{2}$ miles.	60 00	May 18, 1857	
-----do-----	One additional weekly trip from Youngsville, by Fish Pond and Island Home, to Dadeville, 24 miles.	80 00	May 16, 1857	This is in lieu of the order of March 20, 1857, allowing \$26 per annum additional for supply of Island Home.
-----do-----	For tolls incurred in consequence of change of route under order of Aug. 10, 1855, to end route at Bath Alum.	13 06	July 1, 1856 to Jan. 17, 1857.	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
4920. From Lebanon White Sulphur Springs to Bath Alum, Va.	R. H. McCleave....	Twice a week ; mode not specified.	29	\$267 00
7710. From Clinton to Liberty, La.	P. Layhee.....	Once a week ; mode not specified.	28	249 00
8386. From Hardinsburg, Ky., to Rome, Ia.	Eskridge & Beard.	Twice a week ; mode not specified.	11	100 00
7146. From Burnt Corn to St. Stephens, Ala.	J. W. Portis.....	-----do-----	65	1,190 00
9407. From Cleveland to Newcastle, Ohio.	Cleveland and Mahoning Railroad Co.	Six times a week, by railroad.	85	3,442 86
9324. From Loveland to Athens, Ohio.	Marietta and Cincinnati Railroad Co.	-----do-----	135	13,500 00
4910. From Frederickahall to Cartersville, Va.	M. B. Waddy.....	Twice a week ; mode not specified.	37	358 70
5172. From Rock Castle to Meadows of Dan, Va.	D. Lewis.....	Once a week ; mode not specified.	12	47 00
13655. From Racine to Beloit, Wis.	Racine and Mississippi Railr'd Co.	Six times a week, by railroad.	64	2,743 00
6376. From Thomasville to Troupville, Ga.	F. Connelly.....	Twice a week ; mode not specified.	47	855 00
7161. From Monticello to Geneva, Ala.	J. Y. Register	Once a week ; mode not specified.	75	432 00
3982. From Cambridge to Drawbridge, Md.	E. Street.....	-----do-----	22	137 50
5162. From Danville to Martinsville, with branch from Cascade to Madison, Va.	A. G. Walters	Twice a week, in two-horse stages.	60	936 00
8488. From Crossville to Sweet Water, Tenn.	J. Renfro.....	Once a week to Ten Mile Stand, three times a week residue of route ; mode not specified.	50	259 00
5163. From Martinsville to Patrick Court-House, Va.	A. G. Walters	Twice a week, in two-horse stages.	35	516 00

CONTRACTS FOR CARRYING THE MAILS.

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Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
April 30, 1857	Distance saved by order of Feb. 12, 1856, to commence route at Lebanon White Sulphur Springs, being 12 instead of 13 miles, deduct \$110 instead of \$119.	\$9 00	Mar. 21, 1856	
May 7, 1857	One addit'l weekly trip.	249 00	May 22, 1857	
-----do-----	Supply of Union Star, increasing dist. 4 miles.	37	} May 19, 1857	
-----do-----	One addit'l weekly trip.	68		
-----do-----	One addit'l weekly trip.	595 00	May 7, 1857	
-----do-----	Fifty dollars per mile allowed on the 67 miles between Cleveland and Youngstown.	479 14	April 1, 1857	
-----do-----	Route extended to Marietta, increasing distance 39 miles.	3,900 00	May 20, 1857	
-----do-----	For ferriages during the quarter ended March 31, 1857.	3 44	-----	
-----do-----	Supply of Round Meadows, increasing distance 3 miles.	11 50	July 1, 1856	
-----do-----	Route extended to Freeport, Ill., increasing distance 37 miles.	1,586 00	May 10, 1857	
-----do-----	Supply of Dry Lake, increasing dist. 1 mile.	18 00	May 21, 1857	
-----do-----	For ferriages during the quarter ended March 31, 1857.	5 20	-----	
-----do-----	Contractor allowed \$60 per annum additional to extend route to Drawbridge, instead of \$37½.	22 50	June 1, 1857	Cont'r declined to perform service at \$37½, the same being less than pro rata pay.
-----do-----	One additional weekly trip between Danville and Martinsville.	296 50	May 13, 1857	
-----do-----	Supply of Eagle Furnace, increasing dist. 1 mile.	3 00	May 22, 1857	
-----do-----	One addit'l weekly trip.	258 00	-----	Date of commencement not reported.

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
4999. From Lovettsville to Lovettsville, Va.	J. M. Slater	Three times a week ; mode not specified.	Equal to 8½	\$149 00
8901. From St. Joseph, Mo., to Council Bluffs, Iowa.	P. S. Frost	Three times a week, with certainty, celerity, and security.	147	4,453 00
3904. From Baltimore, Md., to Columbia, Penn.	Northern Central Railway Co.	Twice daily to York, and daily residue of route, by railroad.	72	12,450 00
9212. From Oak Hill to Guyandotte, Ohio.	M. Macley	Once a week ; mode not specified.	47	365 00
13309. From Shawneetown to South Hampton, Ill.	J. A. Bruce	Once a week ; mode not specified.	20	80 00
7036. From Talladega to Loachapoka, Ala.	W. F. Roberts	Twice a week ; mode not specified.	85	780 00
8862. From Alexandria, Mo., to Farmington, Iowa.	Hardin, Bennett & Roberts.	Once a week ; mode not specified.	31	154 00
9011. From St. Genevieve to Kinkead, Mo.	S. D. Walker	Once a week ; mode not specified.	30	225 00
13350. From Pittsfield to Louisiana, Ill.	J. Ward	Twice a week ; mode not specified.	19	211 50
3090. From Lebanon to Fredericksburg, Penn.	J. Klinger	Once a week ; mode not specified.	7	55 00
9373. From Dayton to Piqua, Ohio.	Dayton and Michigan R. R. Co.	Six times a week, by railroad.	28	1,200 00
14707. From Plymouth to Knox, Ind.	J. Phillips	Once a week ; mode not specified.	20	99 00
9248. From Bellefontaine to St. Mary's, Ohio.	W. L. Ross	Once a week ; mode not specified.	40	200 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional allowance.	Remarks.
May 7, 1857	For toll and ferriage during quarter ended March 31, 1857.	\$5 17 -----		The service between York and Columbia is to be regarded as a branch to be run in due connexion with the main line.
----do-----	Four additional weekly trips.	5,937 00	June 15, 1857	
May 11, 1857	Route changed by extending the twice daily service from York on to Harrisburg, 27 miles.	5,400 00	April 1, 1857	
----do-----	Supply of Eakin's Mills, (late McDaniel's.)	20 00	Jan. 12, 1857	
May 12, 1857	Supply of New Market, increasing distance 4 miles.	16 00	May 30, 1857	
----do-----	One additional weekly trip between Dadeville and Loachapoka.	101 00	July 25, 1857	
----do-----	Two additional weekly trips to Francisville, 10 miles.	100 00	-----	
----do-----	Site of Kinhead changed to Locust Ridge, increasing distance 1½ mile.	11 00	May 11, 1857	
----do-----	Supply of Rockport, increasing distance 1 mile.	11 00	} June 1, 1857	
	One additional weekly trip.	111 25		
May 13, 1857	Route changed by ending at Jonestown, omitting Mt. Zion and Fredericksburg, and five additional weekly trips to be run on route as changed.	275 00	May 20, 1857	Pay from Dayton to Piqua was at the rate of \$50 per mile, less ¼ for Sunday service omitted.
----do-----	Route extended to Sidney, increasing distance 14 miles, and \$50 per mile per annum allowed for the whole distance, 42 miles.	900 00	May 2, 1857	
----do-----	Supply of Sligo, increasing distance 2 miles.	10 00	July 1, 1854	
----do-----	Two additional weekly trips between Wapakometta and St. Mary's.	60 00	May 5, 1857	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
9350. From Cedar Rapids to Cedar Falls, Iowa.	J. Ware	Once a week, in two-horse coaches.	70	\$330 00
3182. From Laceyville to Pike, Penn.	A. Armstrong	Three times a week ; mode not specified.	10	230 00
3258. From Peaber's to La- porte, Penn.	W. Colley	Twice a week ; mode not specified.	28	298 00
Special. Blue Earth City supplied from Mankota, Min. Ter.	Under authority to postmaster to en- gage service.	Once a week ; mode not specified.	50	160 00 (Limited to net yield.)
1308. From Buffalo to Hins- dale, N. Y.	D. Paul	Three times a week, in two-horse coaches.	68	600 00
3145. From Wilkesbarre to Mauch Chunk, Penn.	J. Stouffer	Three times a week ; mode not specified.	42	300 00
14672. From Williamsport to Oxford, Ind.	D. H. Connell	Once a week ; mode not specified.	23	300 00
9096. From Kinsman to Warren, Ohio.	A. B. Lyman	Twice a week ; mode not specified.	24	190 00
14672. From Williamsport to Oxford, Ind.	D. H. Connell	Once a week ; mode not specified.	23	300 00
13793. From Portage City to Stevens' Point, Wis.	W. Wiggington....	Once a week ; mode not specified.	89	442 00
8244. From Forest Retreat to Sharpsburg, Ky.	F. G. Riggs	Six times a week to Carlisle, twice a week residue of route, mode not specified.	17½	265 00
9250. From Sidney to Lima, Ohio.	W. L. Ross	Three times a week ; mode not specified.	36	431 25
3981. From Cambridge to Lakesville, Md.	W. Kirwan	Twice a week ; mode not specified.	30	325 00
7519. From Helena to Sledgeville, Ark.	T. Brown	Once a week ; mode not specified.	54	590 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
May 14, 1857	Two additional weekly trips to Vinton, 25 miles.	\$235 00	-----	Ware declined; contract annulled, and new one made with E. S. Alvord, for service as improved, who commenced on Aug. 24, 1857; pay, \$563.
----do-----	Supply of East Spring Hill and West Auburn, increasing distance 2 miles.	46 00	June 18, 1857	
----do-----	Route extended to Orangeville, increasing distance 5 miles.	53 00	-----	Date of commencement not reported.
----do-----	Montevideo embraced	160 00	-----	Date of commencement not reported.
----do-----	Supply of Protection, increasing distance $\frac{1}{4}$ of a mile.	7 00	April 16, 1857	
May 20, 1857	Three additional weekly trips.	300 00	May 25, 1857	
----do-----	Route to commence at Lafayette and embrace Independence, Pools-ville, and Weaview.	300 00	June 8, 1857	
----do-----	One additional weekly trip, and make pay \$255 per annum, agreeably to privilege reserved in acceptance of May 7, 1856.	65 00	May 29, 1857	
May 22, 1857	Supply of Clark's Cross Roads, increasing distance 4 miles.	52 00	Feb. 21, 1855	
----do-----	Two additional weekly trips.	500 00	-----	Date of commencement not reported.
----do-----	Route to commence at Millersburg, increasing distance 5 miles.	100 00	March 3, 1857	
----do-----	Three additional weekly trips.	216 00	June 1, 1857	
May 25, 1857	Route extended to Cedar Creek, increasing distance 6 miles.	65 00	June 17, 1857	
May 26, 1857	Route to end at Sardis Depot, increasing distance 4 miles.	43 70	June 6, 1857	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
7867. From Houston to Huntsville, Texas.	J. C. Smith	Three times a week, with certainty, celerity, and security.	88	\$3,444 00
9073. From Millbrook to Moorland, Ohio.	S. S. Moore	Twice a week; mode not specified.	3	49 00
7911. From Henderson to Crockett, Tex.	A. Jones	Twice a week; mode not specified.	82	998 00
7779. From Vienna to El Dorado, La.	J. H. Cornish	Once a week; mode not specified.	56	450 00
13826. From Milwaukee to Watertown, Wis.	La Crosse and Milwaukee Railroad Company.	Six times a week by railroad.	45	1,929 00
5114. From Franklin to Millboro' Springs, Va.	J. G. Hill	Once a week; mode not specified.	63	332 00
5030. From Winchester to Moorefield, Va.	R. H. McClure....	Twice a week; mode not specified.	65	675 00
3982. From Cambridge to Drawbridge, Md.	E. Street	Once a week; mode not specified.	24	160 00
Special. Pleasant Springs supplied from Mokelumne Hill, Cal.	C. Hhner .....	.....do.....	8	100 00
6030. From Lynch's Lake to Taylor's, S. C.	W. I. Graham ....	.....do.....	16½	65 00
6099. From Scuffletown to Spartanburg, S. C.	Bagan & Sellers ..	.....do.....	39	195 00
7073. From Memphis, Tenn., to Corinth, Miss., 92½ miles, and Dickson, Ala., to Stevenson, 144½ miles, branch Moscow, Tenn., to Somerville, Ala.	.....	Daily by railroad	237½	23,730 00
		.....do.....	13½	675 00
8066. From Gonzales to La Grange, Tex.	John Gass	Once a week; mode not specified.	60	450 00
9234. From Trenton to Gallipolis, Ohio.	R. Leete .....	.....do.....	42	300 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional allowance.	Remarks.
May 26, 1857	Supply of Danville, increasing distance 4 miles.	\$117 40	-----	October 27, 1857, rescinded.
----do-----	Supply of Wooster, increasing distance 6 miles.	41 00	June 12, 1857	
May 26, 1857	Supply of San Cosme at new site, increasing distance 4 miles.	48 70	-----	Date of commencement not reported.
May 29, 1857	Supply of Meeks, increasing distance 4 miles.	32 14	Feb. 20, 1856	
----do-----	Route extended by Reesville to Columbus, increasing distance 19 miles.	8 00	June 1, 1857	
----do-----	Supply of McDowell and Clover Creek at new sites, increasing distance $\frac{1}{2}$ of a mile.	1 75	Jan. 1, 1857	
----do-----	Supply of Capon Springs on the Tuesday trip from Winchester, and on the Sunday trip from Moorefield.	35 00	June 7, 1857	
----do-----	One additional weekly trip.	160 00	June 1, 1857	
----do-----	Five additional weekly trips.	150 00	----do-----	
June 2, 1857	Supply of Deer, increasing distance $\frac{1}{2}$ a mile.	2 00	June 13, 1857	
----do-----	Supply of Young's Store, increasing distance $\frac{1}{2}$ of a mile.	1 25	June 12, 1857	
June 4, 1857	Western division of route extended beyond Corinth by Burnsville and Juka to Dickson, thus uniting the two divisions, and making a continuous route from Memphis, Tenn., to Stevenson, Ala., and increasing the distance 33 $\frac{7}{10}$ miles.	3,370 00	Mar. 29, 1857	
June 5, 1857	Two additional weekly trips.	900 00	June 27, 1857	
June 9, 1857	Supply of Israel, increasing distance 1 mile.	7 00	July 1, 1856	

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
9362. From Athens to Chester, Ohio.	J. Bleeckwood	Once a week ; mode not specified.	25	\$160 00
13560. From Washington to Havana, Ill.	J. A. Williams	.....do.....	54	600 00
13256. From Atlanta to Peori, Ill.	.....do.....	Twice a week to Pekin ; six times a week residue of route.	49	1,517 00
3161. From Harford to Susquehanna Depot, Pa.	W. Purdie	Three times a week ; mode not specified.	31	465 00
3074. From Oxford to Oak Hill, Pa.	J. B. Shaffer	.....do.....	8	175 00
7137. From Barrytown to Nicholson's Store, Ala.	J. H. Evans	Once a week ; mode not specified.	17½	174 00
4855. From Petersburg to Lynchburg, Va.	Southside Railroad Company.	Six times a week, by railroad.	123	12,300 00
4854. From Richmond to Danville, Va.	Richmond & Danville Railroad Company.	.....do.....	141½	14,150 00
13127. From Grand Rapids to Muskegon, Mich.	F. Blood	Twice a week ; mode not specified.	40	400 00
4937. From Guyandotte to Catlettsburg, Va.	St. Mark Russell	.....do.....	12	200 00
8254. From Maysville to Catlettsburg, Ky.	R. J. A. Harrison	Twice a week with certainty, celerity, and security.	93	1,198 00
13472. From Cass to Oswego, Ill.	J. Barber	Twice a week ; mode not specified.	22	300 00
13807. From Dell Prairie to Necedah, Wis.	T. Weston	Once a week ; mode not specified.	35	160 00
6304. From Fort Valley to Americus, Ga.	Southwestern Railroad Company.	Daily, by railroad	43	3,225 00
6807. From New Smyrna to Indian river, Fla.	W. F. Russell	Twice a month ; mode not specified.	120	450 00
30. From Skowhegan to Solon, Me.	W. M. Blackden	Six times a week ; mode not specified.	16	100 00
5812. From Morgantown to Asheville, N. C.	C. S. Brown	Twice a week, in two-horse coaches.	61	1,177 00

Continued.

Date of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
June 9, 1857	Supply of Hemlock Grove, increasing distance 2 miles.	\$13 00	May 9, 1857	
-----do-----	Two additional weekly trips.	800 00	July 7, 1857	
-----do-----	One additional weekly trip between Atlanta and Pekin.	428 00	July 6, 1857	
-----do-----	Fifty per cent. allowed for a led horse.	232 50	June 9, 1857	
-----do-----	Route extended to Pleasant Grove, increasing distance 7 miles.	134 00	June 18, 1857	
-----do-----	Route extended to Macksville, increasing distance 10 miles.	105 00	July 2, 1857	
June 10, 1857	One additional daily trip, except Sunday, between Burksville and Lynchburg, 71 miles.	3,500 00	-----	July 20, 1857; rescinded, railroad company declining.
-----do-----	One additional daily trip, except Sunday, between Richmond and Burksville, 50 miles.	2,500 00	-----	
-----do-----	One additional weekly trip.	200 00	July 1, 1857	
-----do-----	Four additional weekly trips.	350 00	-----do-----	
June 10, 1857	Four additional weekly trips between Catlettsburg and Ashland, 5 miles.	128 00	-----	Date of commencement not reported.
-----do-----	Supply of East Wheatland, increasing distance 2 miles.	27 00	April 2, 1855	
-----do-----	Route to end at Portage City, and service increased to tri-weekly.	400 00	July 1, 1857	
-----do-----	Route extended to Sumter City, increasing distance 10 miles.	750 00	Dec. 1, 1856	
-----do-----	Route extended to Renwick, increasing distance 3 miles.	225 00	March 9, 1857	
-----do-----	Service increased to once a week.	300 00	June 23, 1857	
-----do-----	Supply of South Solon at new site, increasing distance 144 rods.	3 00	April 1, 1855	
June 16, 1857	One additional weekly trip.	323 00	June 25, 1857	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			Miles.	
3812. From Seaford to Princess Ann, Del.	H. B. Kirkpatrick.	Six times a week, in two-horse stages.	37	\$1,570 00
5252. From Deerfield to Staunton, Va.	S. Mays.....	Three times a week ; mode not specified.	22	275 00
458. From Factory Point to Chester, Vt.	Fairbrother & Ingraham.	.....do.....	32	447 00
13393. From Peoria to Fulton, Ill.	R. D. Earl .....	.....do.....	109	3,000 00
5270. From Morgantown to Kingwood, Va.	J. J. Pierpont....	Once a week ; mode not specified.	31	190 00
7388. From Gallatin to Port Gibson, Miss.	George Rea.....	Twice a week ; mode not specified.	37½	558 00
3300a. From Allaquipa to Bedford, Pa.	B. W. Garretson ..	Six times a week ; mode not specified.	20	775 00
13073. From Waukesha to Jefferson, Wis.	S. Moulton.....	Twice a week ; mode not specified.	33	239 00
2887. From Absecom to Port Republic, N. J.	J. Smith.....	Three times a week ; mode not specified.	11	240 00
13067. From Pontiac to Ann Arbor, Mich.	A. Burrell.....	Twice a week ; mode not specified.	42	433 00
3981. From Cambridge to Cedar Creek, Md.	W. Kirwan .....	.....do.....	36	433 00
8891. From Chillicothe to Bethany, Mo.	D. Girdner.....	Once a week ; mode not specified.	50	208 00
8517. From Rutledge to Dandridge, Tenn.	J. Chesney.....	.....do.....	25	149 00
7900. From Columbus to Matagorda, Texas.	H. Tracey.....	.....do.....	110	1,000 00
6304. From Fort Valley to Renwick, Ga.	Southwestern Railroad Company.	Daily, by railroad.....	56	4,300 00
14518. From New Albany to Jasper, La.	K. John.....	Once a week ; mode not specified.	68	298 00
13076. From Lakeville to Richmond, Mich.	A. McLean.....	.....do.....	23	127 78

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
June 16, 1857	Supply of Upper Trappe at new site, increasing distance 1 mile.	\$42 00	-----	Date of commencement not reported.
....do.....	For tolls during quarter ended March 31, 1857.	4 37½	-----	
....do.....	Supply of Sandgrove at new site, increasing distance 80 rods.	3 50	April 1, 1857	
June 17, 1857	Supply of Kewanee, East Cambridge and Cambridge, increasing distance 8 miles.	220 00	June 24, 1857	
....do.....	Supply of Springdale, increasing distance 1 mile.	6 00	July 1, 1857	
....do.....	Distance being increased 2½ miles instead of 1½ by supplying Pattona, \$37 allowed instead of \$22.	15 00	Mar. 10, 1857	
June 22, 1857	Six additional weekly trips during watering season at Bedford Springs.	194 00	June 22, 1857	
....do.....	Supply of Rome at new site, increasing distance 1 mile.	7 00	-----	Date of commencement not reported.
....do.....	Three additional weekly trips.	120 00	July 1, 1857	
....do.....	Supply of Strait's Lake at new site, increasing distance 1 mile.	10 00	-----	
....do.....	Order of May 25, 1857, for extension to Cedar Creek, modified so as to allow \$108 add'l, instead of \$65, distance being increased 10 miles instead of 6 miles.	43 00	June 17, 1857	
....do.....	Fifty per cent. allowed for a led horse.	104 00	-----	Do.
....do.....	Supply of Tampico at new site, increasing distance ¾ miles	4 50	June 1, 1857	
....do.....	Supply of Egypt, increasing distance 6¼ miles.	46 00	Nov. 29, 1855	
....do.....	Route extended to Adams, increasing distance 5 miles.	375 00	June 9, 1857	
June 23, 1857	Supply of English, increasing distance 3 miles.	14 00	June 23, 1857	
....do.....	Supply of Meri, increasing distance 2 miles.	11 00	Feb. 1, 1857	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
5295. From Campbell C. H. to Pittsylvania C. H., Va.	J. Y. Moffett.....	Twice a week; mode not specified.	44	\$599 00
3285. From Elkhart to Middlebury Centre, Pa.	J. Ryon	Once a week; mode not specified.	12	70 00
13363. From Rushville to Keokuk, Ill.	J. Shores.....	Three times a week, in two-horse coaches.	70	1,400 00
13364. From Rushville to Burlington, Ill.	J. P. Updegraff....	.....do.....	67	1,600 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
June 24, 1857	One additional weekly trip.	\$299 00	July 1, 1857	Date of commencement not reported.
-----do-----	-----do-----	70 00	Sept. 28, 1857	
June 25, 1857	Three additional weekly trips between Plymouth and Keokuk.	600 00	-----	
-----do-----	Supply of La Harp, increasing distance 2 miles.	48 00	July 4, 1857	

No. 4.—*Report of curtailments made in service and pay*

[All marked thus (*)]

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
7169. From Randolph to Tualoosa, Ala.	R. Jemison, jr.	Three times a week, in buggies.	52	\$500 00
Special. Caledonia supplied from Spring Grove, Min. Ter.	Under authority to postmaster to engage service.	Once a week ; mode not specified.	9	°48 00
Special. Belleville, Spring Grove, & Hackett's Grove, supplied from Brownsville, Min. Ter	J. H. McKenny. ....	.....do.....	50	°150 00
Special. Riceford supplied from Spring Grove, Min. Ter.	Under authority to postmaster to engage service.	.....do.....	6	°30 00
Special. Chatfield supplied from Jordan, Min. Ter.	.....do.....	.....do.....	7	°40 00
Special. Hokah supplied from Brownsville, Min. Ter.	.....do.....	.....do.....	10	°50 00
Special. Gullford supplied from Galena, Ill.	.....do.....	.....do.....	10	°50 00
Special. Elgin supplied from Grand Blanc, Mich.	W. D. Clark. ....	.....do.....	4½	°25 00
Special. Rush supplied from Millville, Ill.	S. A. Townsend. ....	.....do.....	10	°50 00
Special. Dorchester supplied from East Canaan, N. H.	J. B. Norris. ....	.....do.....	6	°30 00
Special. East Orrington supplied from Brewer Village, Me.	H. M. Smith.	Three times a week ; mode not specified.	3	°48 00
Special. Eden supplied from West Trenton, Me.	L. J. Thomas. ....	.....do.....	3	°45 00
Special. East Eden and Salisbury Cove supplied from West Eden, Me.	T. Knowles.	Twice a week ; mode not specified.	8	°65 00
7803. From Alexandria to Natchitoches, La.	R. L. Fox.	Three times a week, in two-horse coaches.	85	3,800 00
7301. From Jackson to Osyka, Miss.	Terry & Kilpatrick	Three times a week, in two-horse coaches, from Jackson to Gallatin, 44 miles, three times a week, Gallatin to Natchitoches, 75 miles, on horse, with a three times a week branch in two-horse coaches, Gallatin to Osyka, 66 miles.	185	5,600 00
7767. From Natchitoches to Shreveport, La.	J. S. Gibson.	Three times a week, in two-horse coaches.	97	5,480 00

of contractors during the fiscal year ended June 30, 1857.

Limited to net yield.]

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
May 30, 1856	Service discontinued ----	\$500 00	July 1, 1856	Superseded by railroad service.
June 4, 1856	-----do.-----	48 00	----do.-----	
-----do.-----	-----do.-----	150 00	----do.-----	
-----do.-----	-----do.-----	30 00	----do.-----	
-----do.-----	-----do.-----	40 00	----do.-----	
-----do.-----	-----do.-----	50 00	----do.-----	
-----do.-----	-----do.-----	50 00	----do.-----	
-----do.-----	-----do.-----	25 00	----do.-----	
June 6, 1856	-----do.-----	50 00	----do.-----	
-----do.-----	-----do.-----	30 00	----do.-----	
-----do.-----	-----do.-----	48 00	----do.-----	
-----do.-----	-----do.-----	45 00	----do.-----	
-----do.-----	-----do.-----	65 00	----do.-----	
June 7, 1856	-----do.-----	3,800 00	----do.-----	
-----do.-----	Service between Jackson and Gallatin discontinued, saving 44 miles, and \$1,405 a year; also the service between Gallatin and Osyka, saving 66 miles, and \$1,800 a year.	3,205 00	----do.-----	
June 6, 1856	Service discontinued ----	5,480 00	----do.-----	

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
Special. Greenbush supplied from Gratis, Ohio.	J. Johnson.....	Twice a week; mode not specified.	4	0 40 00
9295. From Delta to Bryan, Ohio.	H. Covell.....	.....do.....	36	400 00
9230. From Portsmouth to Guyandotte, Ohio.	R. Leete.....	Three times a week; mode not specified.	52	1,365 00
7589. From El Dorado to Camden, Ark.	J. R. Wright.....	Three times a week, in two-horse coaches.	43	800 00
6824. From Pierceville to Fort Dade, Fla.	J. W. Platt.....	Once a week; mode not specified.	23	170 00
8280. From London to Boonville, Ky.	B. Brown.....	.....do.....	50	225 00
3978. From Chestertown to Rock Hall, Md.	D. R. Derrickson..	Twice a week; mode not specified.	14	148 00
3111. From Easton to Wilkes Barre, Pa.	Felker & Co.....	Six times a week, in two-horse hacks.	64	1,800 00
6429. From Athens to Carnesville, Ga.	A. B. Thomasoh..	Three times a week; mode not specified.	37½	480 00
8548a. From Benton, Tenn., to Murphy, N. C.	W. C. Walker.....	Twice a week, in two-horse coaches.	61	1,499 00
13518. From Edwardsville to Mowequa, Ill.	O. Seward.....	Once a week; mode not specified.	93	634 10
9068. From Wooster to Akron, Ohio.	W. Ward.....	Three times a week, with certainty, celerity, and security.	32½	499 00
9088. From Ellsworth to Middlebury, Ohio.	A. W. Loomis.....	Three times a week between Atwater and Randolph, twice a week residue of route; six months in carriages residue of year; mode not specified.	40	296 00
Special. Delta supplied from Oakfuskys, Ala.	C. S. Reeves.....	Once a week; mode not specified.	8	0 40 00
Special. Kyger supplied from Cheshire, Ohio.	Alex'r Logue.....	.....do.....	4	0 20 00
5063. From Raccoon to Decker's Creek, Va.	J. Hardy.....	.....do.....	15	118 75

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 12, 1856	Service discontinued...	\$40 00	July 1, 1856	
....do.....	Route to commence at Ottokee, saving 8 miles.	88 00	....do.....	
....do.....	Route to commence at Sciotoville, saving 7 miles.	183 50	....do.....	
June 16, 1856	Service discontinued	800 00	....do.....	
June 18, 1856	Route to commence at Fort Taylor, saving 2½ miles	20 00	July 2, 1856	
June 19, 1856	Route to commence at Mershon's Roads, and run via Middle Fork, Grey Hawk, &c., omitting London & Pond Creek, saving 11 miles	49 00	July 1, 1856	
....do.....	Service discontinued	148 00	....do.....	
June 20, 1856	Three of the weekly trips between Nazareth and Wilkes Barre discontinued.	800 00	July 1, 1856	
....do.....	Route to commence at Madison Springs, saving 22½ miles.	288 00	....do.....	
....do.....	Route to commence at Copper Mines and run thence, via Persimmon Creek and Nottla, to Murphy, saving 32 miles.	787 00	Aug. 4, 1856	
....do.....	Route to commence at Litchfield, saving 64 miles.	436 37	July 18, 1856	
June 21, 1856	Route to end at New Portage, saving 2½ miles.	33 00	July 1, 1856	
....do.....	Route to commence at Deerfield, saving 13 miles.	90 00	....do.....	
June 28, 1856	Service discontinued	40 00	....do.....	
July 1, 1856	Service discontinued	20 00	.....	Date of discontinuance not reported.
July 3, 1856	Route to end at Springdale, saving 3 miles.	23 75	April 21, 1856	

Number and termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
13463. From Leyden Centre to Barrington, Ill.	W. Vernon	Once a week ; mode not specified.	27½	\$173 68
5695. From Fayetteville to Troy, N. C.	A. H. Saunders .....	.....do	113	499 00
8811. From Union to Lebanon, Mo.	W. H. Burden .....	.....do	132	650 00
3229. From Chambersburg to Wanesboro', Pa.	F. Bowden	Twice a week ; mode not specified.	16	130 00
13069. From Fentonville to Owasso, Mich.	A. Spear	Three times a week ; mode not specified.	34½	478 55
13691. From Grafton to Neosho, Wis.	L. M. Bodwell	Once a week ; mode not specified.	34	192 00
13078. From Groveland to Kensington, Mich.	D. Donaldson .....	.....do	34	225 00
13288. From Louisville to Maysville, Ill.	J. Edwards	Twice a week ; mode not specified.	10	125 00
7072. From Monroe to Elyton, Ala.	R. A. Stewart	Six times a week to Somerville, and once a week res. of route ; mode not specified.	88	590 00
9011. From Stubenville to Mount Pleasant, Ohio.	D. A. Baker	Once a week ; mode not specified.	25	186 00
9014. From Wheeling to East Liverpool, Ohio.	N. Martin	Six times a week ; mode not specified.	4	170 00
9051. From Rochester to Canton, Ohio.	McCracken, Webb & Seaton.	Six times a week to Beaver, three times a week residue of route, with certainty, celerity, and security.	67	1,499 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
July 3, 1856	Service to commence at Elk Grove and end at Shaumburg, saving 18 miles and \$113 68 per annum; and one additional weekly trip to be run on route as curtailed, at \$60 additional per annum.	\$53 68	-----	Dec. 1, 1856, rescinded; contractor declined.
July 8, 1856	Route to end at Swift Island, omitting Montgomery and Troy, saving 17½ miles and \$77 per annum; and Cape Mills to be embraced, increasing distance 3 miles and pay \$13 per annum.	64 00	July 23, 1857	
----do-----	Contract annulled for repeated failures.	650 00	-----	Route re-let at \$640 a year. See land and water mails of this date.
----do-----	Supply of Mount Alto and New Guilford omitted.	70 00	July 1, 1856	Amount proposed for their supply.
July 9, 1856	Service discontinued....	478 55	June 30, 1856	
----do-----	Service discontinued....	192 00	July 17, 1856	
----do-----	Route to commence at Holly Springs and end at White Lake, saving 25 miles and \$165 50 per annum, and run one additional weekly trip on route as curtailed, at \$59 58 additional per annum.	105 92	July 12, 1856	
----do-----	Route to end at Flora, saving 3 miles.	37 50	July 24, 1856	
----do-----	Route to commence at Somerville, saving 6 miles of six times a week service.	180 00	July 29, 1856	
----do-----	Service discontinued....	186 00	July 11, 1856	
----do-----	Service discontinued....	170 00	July 17, 1856	
----do-----	Route to commence at Smith's Ferry, saving 14 miles.	347 00	July 23, 1856	

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
3113. From Easton to Honesdale, Pa.	J. and J. Felker & C. Ruth.	Three times a week, in two-horse hacks.	73	\$1,575 00
5043. From Capon Bridge to Bloomery, Va.	J. A. Smith.....	Twice a week; mode not specified.	18	181 00
3107. From Hamilton to Daleville, Pa.	E. Hurlbert.....	Once a week; mode not specified.	11	97 00
5750. From Haywood to Green Level, N. C.	B. W. Thomas.....	.....do.....	25	100 00
7592. From El Dorado to Lewisville, Ark.	E. M. Owen	Twice a week; mode not specified.	70	993 00
13366. From Rushville to La Grange Bluff, Ill.	Penny & Kirkbride	Once a week; mode not specified.	13	80 00
13076. From Lakeville to Columbus, Mich.	A. McLean.....	.....do.....	27	150 00
13651. From Kenosha to Antioch, Wis.	C. Haynes.....	Twice a week; mode not specified.	18	150 00
3806. From Odessa to Cecil-ton, Del.	G. S. Price.....	Six times a week; mode not specified.	12	400 00
9105. From Cleveland to Warren, Ohio.	W. Ward.....	Six times a week to Chagrin Falls, three times a week residue of route; mode not specified.	62	1,199 00
9112. From Bedford to Parkman, Ohio.	J. Jewett.....	Once a week; mode not specified.	26	150 00
9087. From Poland to Warren, Ohio.	B. Niblock.....	Six times a week, in two-horse hacks.	20	600 00
3404. From Newcastle, Pa., to Poland, Ohio.	B. Niblock.....	.....do.....	16	600 00
9115. From Earlville to Mentor, Ohio.	S. Stough.....	Twice a week, with certainty, celerity, and security.	33½	396 00
9117. From Ravenna to Hiram, Ohio.	J. Hewett.....	Three times a week; mode not specified.	18	300 00
8848. From Palmyra to Marion City, Mo.	Bradley & Pratt...	Daily in four-horse coaches during navigation, once a week horse residue of year.	6	200 00
7868. From Houston to Wharton, Tex.	J. W. Brasher.....	Three times a week; mode not specified.	64	1,900 00
243. From Chester to Derry Depot, N. H.	Z. Whittier.....	Six times a week; mode not specified.	6½	174 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
July 11, 1856	Route to end at Hamilton, saving 18 miles.	\$388 00	July 15, 1856	
----do-----	Supply of Bloomery omitted, saving 9 miles.	90 00	July 20, 1856	
----do-----	Service discontinued.....	97 00	July 15, 1856	
----do-----	Route to end at Grove, saving 4 miles.	16 00	July 31, 1856	
July 12, 1856	Route to commence at Lisbon, saving 12 miles.	170 00	Aug. 1, 1856	
----do-----	Route to end at Jasper, saving 3 miles.	18 46	July 20, 1856	
July 15, 1856	Route to end at Richmond, saving 4 miles.	22 22	July 28, 1856	
----do-----	One of the weekly trips discontinued.	75 00	July 25, 1856	
July 16, 1856	Route to commence at Middletown, saving 3 miles.	100 00	.....	June 13, 1857, rescinded.
----do-----	Route to commence at Solon, saving 14 miles, and run six additional weekly trips between Solon and Chagrin Falls, and deduct \$300 a year; also curtail route to end at Garrettsville, saving 17½ miles, and \$262 per annum.	562 00	July 22, 1856	
----do-----	Service discontinued.....	150 00	July 24, 1856	
----do-----	Service discontinued.....	600 00	July 28, 1857	
----do-----	Service discontinued.....	600 00	July 29, 1856	
----do-----	Route to commence at Russell, saving 18 miles.	212 00	July 28, 1856	
----do-----	Route to commence at Freedom, saving ten miles.	166 00	July 26, 1856	
July 17, 1856	Service discontinued.....	200 00	Aug. 1, 1856	
July 18, 1856	Route to commence at Richmond, saving 28 miles.	831 00	July 31, 1856	
----do-----	Route to end at Derry, saving 1 mile.	27 50	Feb. 12, 1856	

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
8548. From Cleveland, Ten., to Murphy, N. C.	W. C. Walker.....	Once a week; mode not specified.	77	\$319 00
Special. Lapeer supplied from Marathon, N. Y.	R. Johnson.....	Twice a week; mode not specified.	3½	924 00
15243. From Lecompton to Nemaha Agency, K. T.	J. F. Forman.....	Once a week; mode not specified.	80	795 00
15208. From Atchison to Grasshopper Falls, K. T.	C. B. Norris.....	-----do-----	25	384 00
8945. From Warsaw to Ocala, Mo.	H. Pollard.....	Twice a week; mode not specified.	29	260 40
6845. From Marianna to Uchee Anna, Fla.	J. Edge.....	Once a week; mode not specified.	71	485 00
4857. From Marion to Blountsville, Va.	Kent & Summer-son.	Six times a week; mode not specified.	52½	2,139 00
8548. From Cleveland to Persimmon Creek, Tenn.	W. C. Walker	Once a week; mode not specified.	68½	2,139 00
13070. From Pontiac to Flint, Mich.	E. N. Pettce.....	Six times a week; mode not specified.	39	500 00
13368. From Quincy to Naples, Ill.	G. W. Finch	Three times a week in four-horse coaches.	64	2,829 00
8963. From Ocala to Hermitage, Mo.	G. W. Blackwell..	Once a week; mode not specified.	29	130 00
9242. From Urbana to Troy, Ohio.	G. Simmons.....	Twice a week with certainty, celerity, and security.	26	350 00.
14589. From Terre Haute to Springville, Ia.	M. McElroy.....	Once a week; mode not specified.	69	556 00
Special. Lambertville supplied from Toledo, Mich.	J. W. Janney.....	-----do-----	10	950 00
13065. From Corunna to Saginaw, Mich.	R. A. Rhodes.....	-----do-----	44	286 00
8656. From Walnut Valley to Nicajack, Tenn.	A. Smith	-----do-----	28	125 00
Special. Julian's Gap supplied from Harrison, Tenn.	J. Moore	-----do-----	8	932 00
13297. From Albion to Salem, Ill.	D. Abby.....	-----do-----	64	360 00

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Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
July 18, 1856	Route to end at Persimmon Creek, saving 9 miles.	\$37 00	Aug. 4, 1856	Date of discontinuance not reported.
....do.....	Service discontinued	24 00	.....
July 19, 1856	Route to end at Doniphan, omitting Nemaha Agency, and run by Atchison, saving 10 miles.	100 00	Aug. 6, 1856	
July 21, 1856	Service discontinued.....	384 00	Aug. 5, 1856	Date of commencement not reported.
July 23, 1856	Route to commence at Quincy, and run by Jenkin's Bridge to Ocala, saving 11 miles and \$98 78, and run one additional trip on route, as changed, at \$80 81 additional per annum.	17 97	Aug. 8, 1856	
....do.....	Supply of Holmes' Valley omitted, saving eleven miles.	71 00	Aug. 26, 1856	
....do.....	Route to commence at Mattahaw Depot, saving 14 miles	570 00	June 20, 1856	Do.
July 23, 1856	Route to commence at Benton, saving 15½ miles.	62 00	Aug. 11, 1856	
....do.....	Three of the weekly trips discontinued.	250 00	.....
....do.....	Route to commence at Camp Point, saving 23 miles.	1,016 69	Aug. 11, 1856	Date of discontinuance not reported.
....do.....	Route to commence at Hogle's Creek, saving 8 miles.	36 00	Aug. 14, 1856	
....do.....	Route to commence at Paris, saving 7½ miles.	101 00	Aug. 16, 1856	
....do.....	Supply of Lewis omitted, saving 2 miles.	16 00	Aug. 1, 1856	Date of discontinuance not reported.
July 24, 1856	Service discontinued	50 00	.....
....do.....	Route to commence at Owasso, saving 3 miles	19 50	July 31, 1856	
July 26, 1856	Service discontinued	125 00	Aug. 16, 1856	Date of discontinuance not reported.
....do.....	.....do.....	32 00	.....
....do.....	Route to end at Xenia, saving 20 miles.	112 50	Aug. 14, 1856	

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
5604. From Enfield to Williamston, N. C.	E. Jones.....	Three times a week ; mode not specified.	50	\$938 00
5603. From Garysburg to Plymouth, N. C.	A. Holden .....	.....do.....	72	1,175 00
7331. From Coffeeville to Pontotoc, Miss.	J. Kelly.....	.....do.....	50	900 00
Special. Hokes Bluff supplied from Cove Creek, Ala.	J. H. Pritchard....	Once a week ; mode not specified.	6	26 00
Special. Ball Play supplied from Cove Creek, Ala.	.....do.....	.....do.....	6	26 00
14677. From Delphi to Marion, Ia.	W. R. Plough.....	.....do.....	69	600 00
6431. From Madison Springs to Hartwell, Ga.	B. F. Guest.....	.....do.....	31	145 00
Special. Weston supplied from Norwalk, Ct.	Under authority to postmaster to engage service.	Three times a week ; mode not specified.	6	20 00
8638. From Nashville to Memphis, Tenn.	A. L. Davis.....	Three times a week, in steamboats.	489	15,000 00
3340. From Washington to Mount Pleasant, Pa.	J. Marsh	Daily, with certainty, celerity, and security.	46	1,900 00
7523. From St. Francis to Clarendon, Ark.	A. J. Muns	Twice a week ; mode not specified.	57	816 00
6839. From Madison to Groveville, Fla.	W. E. Howell.....	Once a week ; mode not specified.	28	206 00
3920. From Annapolis to Baltimore, Md.	J. Wise, jr.....	Twice a week ; mode not specified.	27	400 00
1333. From Cuba to Portville, N. Y.	J. C. Ball.....	Once a week ; mode not specified.	16	64 00
13483. From Crystal Lake to Beloit, Ill.	T. B. Welch.....	Twice a week ; mode not specified.	46	716 40
13747. From Delavan to Whitewater, Wis.	J. B. Bown.....	Once a week ; mode not specified.	20	118 00
3320. From Indiana to Blairsville, Pa.	T. McCrea	Six times a week ; mode not specified.	16	545 00
87. From Union to South Liberty, Me.	M. Walcott	Twice a week ; mode not specified.	12	69 50
9448. From Centre Point to Bradford, Iowa.	J. Weare	Once a week, in two-horse coaches.	95	450 00
Special. Robinson's Springs supplied from Watts ville, Ala.	W. P. Ross.....	Once a week ; mode not specified.	8	70 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
July 28, 1856	Route to end at Hamilton, saving 13 miles.	\$244 00	Nov. 10, 1856	
....do.....	Route to end at Hyman's Ferry, saving 6 miles.	96 00	Nov. 21, 1856	
....do.....	One of the weekly trips discontinued.	300 00	Aug. 11, 1856	
July 29, 1856	Service discontinued	26 00	.....	Date of discontinuance not reported.
....do.....	.....do.....	26 00	.....	Do.
....do.....	Route to commence at Camden, saving 8 miles.	69 00	Aug. 9, 1856	
....do.....	Service discontinued	145 00	July 25, 1856	
July 30, 1856	.....do.....	20 00	.....	Do.
....do.....	Route to end at Cairo, Ill., saving 240 miles.	7,362 00	Nov. 12, 1856	
Aug. 1, 1856	Sunday service discontinued.	271 00	Aug. 10, 1856	
....do.....	Route to commence at Taylor's Creek, saving 3 miles.	42 00	July 20, 1856	
Aug. 2, 1856	Service discontinued	206 00	Aug. 19, 1856	
....do.....	Route to end at Forrest Home, saving 7 miles.	50 00	Aug. 6, 1856	
....do.....	Route to end at Clarksville, saving 6 miles.	24 00	Aug. 15, 1856	
Aug. 5, 1856	Route to commence at Woodstock, saving 8 miles.	124 60	Aug. 23, 1856	
....do.....	Service discontinued	118 00	Aug. 9, 1856	
Aug. 6, 1856	.....do.....	545 00	Oct. 11, 1856	
....do.....	.....do.....	69 50	Aug 15, 1856	
....do.....	Route to end at Jaynesville, saving 24 miles.	113 00	Aug. 20, 1856	
....do.....	Service discontinued	70 00	.....	Do.

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles</i>	
9395. From Fort des Moines to Winterset, Iowa.	J. Wheeler	Once a week, with certainty, celerity, and security.	33	\$175 00
9485. From Fort des Moines to Sioux City, Iowa.	J. J. Maddox	Once a week ; mode not specified.	200	1,999 00
12. From Greene Depot to Leeds, Me.	B. F. Leonard	Twice a week ; mode not specified.	9	74 75
13703. From Fond du Lac to Kingston, Wis.	Davis & More	Three times a week ; mode not specified.	41	600 00
13069. From Fentonville to Owasso, Mich.	A. Spear .....	.....do.....	34½	478 55
7392. From Paulding to Mobile, Miss.	Hyde & Ferrell...	Once a week ; mode not specified.	142	999 98
7593. From El Dorado to Bartholomew, Ark.	C. Swaine	Twice a week ; mode not specified.	109	1,301 00
7380. From Macon to Quitman, Miss.	E. Dansby	Once a week ; mode not specified.	107	781 00
8508. From Knoxville to Madisonville, Tenn.	A. Hood .....	.....do.....	53	190 00
8642. From Calhoun to Decatur, Tenn.	Lillard & McKinley.	.....do.....	20	98 50
8889. From Chillicothe to Plattsburgh, Mo.	J. R. Gatewood ...	.....do.....	57	282 00
8892. From Carrollton to Chillicothe, Mo.	O. Anderson .....	.....do.....	35	166 80
Special. Harlemville supplied from Mellenville, N. Y.	G. W. Richmond...	Once a week ; mode not specified.	6	30 00
1450. From Forestville to Charlotte Centre, N. Y.	E. Williams	Once a week, with certainty, celerity, and security.	21½	109 00
13664. From Milwaukie to Juneau, Wis.	H. B. Goodrich ...	Once a week ; mode not specified.	59	400 00
7064. From Huntsville to Whitesburg, Ala.	J. H. Thomasson...	Daily, in four-horse coaches.	10½	245 00
3301. From Shaver's Creek to Belleville, Pa.	H. Helfright	Three times a week, in two-horse coaches.	24	600 00
5735. From Salisbury to Cheraw, N. C.	D. Carpenter	Three times a week to Caroline Female College, six times a week residue of route, in two-horse coaches.	83½	2,893 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Aug. 6, 1856	Contract annulled	\$175 00	.....	Superseded by new contract with E. S. Alvord, three times a week, in two-horse coaches, who commenced service on August 18, 1856.
....do.....	Route to commence at Wiscotta and end at Magnolia, saving 98 miles.	979 00	Apr. 21, 1857	
Aug. 8, 1856	Route to end at South Leeds, saving 4 miles.	33 00	Aug. 23, 1856	
....do.....	Supply of Grand Prairie omitted, saving 3 miles.	43 90	Mar. 15, 1855	
Aug. 12, 1856	Service discontinued	478 55	June 30, 1856	
....do.....	Route to end at Leaks-ville, saving 51 miles.	358 00	Aug. 25, 1856	
....do.....	Route to end at Warren, saving 40 miles.	440 00	Aug. 12, 1856	
....do.....	Route to end at Enterprise, saving 14 miles.	102 00	Aug. 27, 1856	
....do.....	Service discontinued	190 00	Aug. 21, 1856	
....do.....	.....do.....	98 50	Aug. 23, 1856	
Aug. 14, 1856	Route to commence at Utica, saving 5 miles.	24 00	Sept. 4, 1856	
....do.....	Route to end at Utica, saving 5 miles.	23 00	Aug. 31, 1856	
Aug. 14, 1856	Supply to be obtained from Philomont, saving 3 miles.	15 00	Aug. 20, 1856	
Aug. 15, 1856	Service discontinued	109 00	Aug. 13, 1856	
....do.....	Route to end at Toland's Prairie, saving twenty-four miles.	162 75	Sept. 3, 1856	
Aug. 16, 1856	Service reduced to three times a week.	140 00	Aug. 26, 1856	
Aug. 19, 1856	Route to end at Greenwood Furnace, saving 4½ miles.	112 00	July 1, 1856	
....do.....	Chesterfield C. H. omitted, saving 6 miles.	148 00	Sept. 10, 1856	

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
1312. From White's Corners to Gowanda and Evans' Centre Station, N. Y.	M. H. Barker.....	Six times a week ; mode not specified.	23½	\$737 00
Special. Indian Orchard supplied from Indian Orchard Depot, Mass.	T. Healy .....	.....do.....	1	975 00
13494. From Tiskilwa to Cambridge, Ill.	J. H. Haines	Once a week ; mode not specified.	39	218 94
14655. From Muncietown to Montpelier, Ia.	J. J. Maddox.....	.....do.....	33	190 00
14663. From Deerfield to Wheeling, Ia.	W. Pierce .....	.....do.....	29	166 00
4907. From Kanawha C. H. to Guyandotte, Va.	W. P. Farish	Three times a week 9 months in the year, six times a week 3 months, in four-horse coaches.	48	1,440 00
4905. From Lewisburg to Kanawha C. H., Va.	.....do.....	.....do.....	100	3,480 00
14732. From Laporte to Plymouth, Ia.	E. S. Alvord	Three times a week ; mode not specified.	30	600 00
8327. From Russellville to Tompkinsville, Ky.	W. J. Roberts	Once a week ; mode not specified.	82	370 00
Special. Renrock supplied from Wood Grove, Ohio.	B. Dye .....	.....do.....	3	918 00
3441. From Meadville to Cooperstown, Pa.	R. Straight .....	.....do.....	23	100 00
2841. From Hackettstown to Flanders, N. J.	W. K. Miller.....	Six times a week ; mode not specified.	7	312 00
13483. From Woodstock to Beloit, Ill.	T. R. Welch.....	Twice a week ; mode not specified.	38	591 80
1174. From Fonda to Charleston, N. Y.	G. W. Morgan....	Twelve times a week to Fultonville, three times a week to Glen, and once a week the residue of route ; mode not specified.	9	230 00
13370. From Quincy to Palmyra, Ill.	H. Boyle	Three times a week, in two-horse coaches.	16	800 00
6825. From Pierceville to Bay Port, Fla.	R. G. B. Wooley ..	Once a week, in two-horse hacks.	19	248 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Aug. 20, 1856	Service between Gowanda and Evans' Centre discontinued, saving 10½ miles.	\$373 00	} Aug. 25, '56	
	Also three of the weekly trips between White's Corners and Collins' discontinued.	182 00		
....do.....	Service discontinued	75 00	Sept. 1, 1856	
....do.....	.....do.....	218 94	Dec. 15, 1855	
....do.....	.....do.....	190 00	Aug. 30, 1856	
....do.....	Route to end at Granville, saving 9 miles.	51 00	Sept. 8, 1856	
....do.....	Service reduced to three times a week, the year round.	288 00	Aug. 8, 1856	
....do.....	.....do.....	696 00	Aug. 9, 1856	
Aug. 22, 1856	Service discontinued	600 00	Sept. 3, 1856	
....do.....	Contract annulled for repeated failures.	370 00	.....	See land and water mails of this date.
Aug. 26, 1856	Service discontinued	18 00	.....	Date of discontinuance not reported.
....do.....	Route to commence at Guy's Mills, saving 10 miles.	43 00	Sept. 1, 1856	
....do.....	Service discontinued	312 00	....do.....	
Aug. 28, 1856	Route to commence at Laurence, saving 16 miles.	248 80	Aug. 12, 1856	
Aug. 30, 1856	Order of April 5, 1856, for one additional weekly trip between Glen and Charleston rescinded.	8 00	.....	Never went into effect.
....do.....	Service discontinued	800 00	Sept. 8, 1856	
Sept. 1, 1856	.....do.....	248 00	Sept. 13, 1856	

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
Special. Freeman & Chickasaw supplied from Bradford, Iowa.	Under authority to postmaster to engage service.	Once a week ; mode not specified.	15	\$100 00
Special. White Day Glades supplied from Racoon, Va.	.....do.....	.....do.....	4	\$24 00
5195. From Cedarville to Emory, Va.	E. Inman.....	Six times a week, with certainty, celerity, and security.	3	110 00
690. From Northampton to Southampton, Mass.	L. Clapp.....	Six times a week ; mode not specified.	9	173 00
4857. From Mattahaw Depot to Blountsville, Va.	Kent & Summer-son.	Six times a week, in four-horse coaches.	38½	1,569 00
2843. From Hackettstown to Beatystown, N. J.	Z. Drake.....	Once a week ; mode not specified.	4	35 00
8489. From Post Oak Springs to Washington, Tenn.	J. T. Nanney.....	Twice a week ; mode not specified.	30	245 00
3255. From Cambria to Muncey, Pa.	T. J. Roper.....	Once a week ; mode not specified.	28	175 00
Special. West Castleton supplied from Hydeville, Vt.	A. Sturtevant.....	Three times a week ; mode not specified.	4	\$60 00
Special. South Hampton supplied from Amesbury, N. H.	J. Currier.....	Six times a week ; mode not specified.	3	\$100 00
13315. From Vienna to Caledonia, Ill.	T. Boswell.....	Three times a week ; mode not specified.	25	433 50
5160. From Pittsylvania C. H. to Martinsville, Va.	W. H. Taylor.....	Once a week ; mode not specified.	43	171 00
5622. From Wilmington to Richlands, N. C.	R. H. Grant.....	Once a week, with certainty, celerity, and security.	76½	610 00
7067. From Maysville to Bellefonte, Ala.	S. Meade.....	Twice a week ; mode not specified.	38	335 00
9400. From Red Rock to Indianola, Iowa.	J. Nicholls.....	.....do.....	25	170 00
Special. Waterburg supplied from Trumansburg, N. Y.	A. Truman.....	Three times a week ; mode not specified.	4	\$40 00
3238. From Burnt Cabin to James Creek, Pa.	J. Jamison.....	Once a week ; mode not specified.	35	197 00
Special. Sand Creek supplied from Cochran's Grove, Ill.	E. H. Robinson.....	.....do.....	8	\$26 00
Special. Hamilton supplied from Yucatan, Min. Ter.	Under authority to postmaster to engage service.	.....do.....	4	\$24 00
9010. From St. Genevieve, Mo., to Kaskaskia, Ill.	P. Mero.....	Three times a week ; mode not specified.	7	300 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Sept. 2, 1856	Special supply of Freeman discontinued, and limit of pay for supply of Chickasaw reduced to \$50 per annum.	\$50 00	-----	Date of discontinuance not reported. Do.
----do-----	Service discontinued ----	24 00	-----	
----do-----	-----do-----	110 00	-----	
----do-----	-----do-----	173 00	Sept. 9, 1856	
----do-----	Route to commence at Abington, saving 14 miles.	570 00	Aug. 13, 1856	Service does not appear ever to have been performed.—See additional allowances of Aug. 20, 1856.
----do-----	Service discontinued ----	35 00	Aug. 26, 1856	
----do-----	Supply of Big Elm discontinued, saving one mile.	8 00	-----	
Sept. 3, 1856	Route to end at Lairds-ville, saving 11 miles.	36 00	July 1, 1856	
----do-----	Service discontinued ----	60 00	Sept. 1, 1856	Date of discontinuance not reported.
----do-----	-----do-----	100 00	June 30, 1856	
Sept. 5, 1856	Two of the weekly trips discontinued.	289 00	Sept. 1, 1856	
----do-----	Contract annulled for repeated failures.	171 00	Sept. 30, 1856	
Sept. 6, 1856	Route to end at Onslow C. H., saving 14½ miles.	114 00	Sept. 13, 1856	Date of discontinuance not reported.
----do-----	Service discontinued ----	335 00	-----	
----do-----	-----do-----	170 00	Sept. 25, 1856	
Sept. 8, 1856	-----do-----	40 00	Aug. 25, 1856	
Sept. 10, 1856	Route to end at Coffee Run, saving 5 miles.	28 00	July 1, 1856	Date of discontinuance not reported. Do.
Sept 12, 1856	Service discontinued ----	26 00	-----	
----do-----	-----do-----	24 00	-----	
----do-----	-----do-----	300 00	Sept. 24, 1856	

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
8814. From St. Louis to Jefferson City, Mo.	Kimball & More..	Daily to Fulton; three times a week residue of route, with certainty, celerity, and security.	<i>Miles.</i> 136	\$8,000 00
Do.....	.....do.....	Daily to St. Charles; three times a week St. Charles to Fulton, and daily Fulton to Jefferson City, with certainty, celerity, & security.	136	5,358 00
Special. Bremen supplied from Round Pond, Me.	W. A. Keene.....	Once a week; mode not specified.	4	030 00
14777. From Union City to St. Mary's, Ind.	S. Stough.....	.....do.....	44	307 00
9123. From Canal Dover to Wooster, Ohio.	S. Hammond.....	Three times a week, with certainty, celerity, and security.	32	500 00
3074. From Oxford to Oak Hill, Pa.	J. B. Shaffer.....	Three times a week; mode not specified.	8	275 00
5784. From Jefferson to Big Meadows, N. C.	R. Pepper.....	Once a week; mode not specified.	21	97 00
3028. From Enterprise to Hinkleton, Pa.	D. Zack.....	.....do.....	11	64 00
3080. From Reamstown to Churchtown, Pa.	A. Ream.....	.....do.....	12	95 00
Special. Ashland supplied from Nashville, Mo.	B. Stephens.....	.....do.....	9	070 00
Special. Claysville supplied from Jefferson City, Mo.	J. C. Smith.....	.....do.....	8	040 00
Special. Cairo supplied from Bainbridge, Ga.	E. McElven.....	.....do.....	16	050 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Sept. 13, 1856	Service between St. Charles and Fulton, 94 miles, reduced to three times a week, saving \$3,498 per annum; and service between Fulton and Jefferson City, 23 miles, improved to daily at \$856 additional per annum.	\$2,642 00	Oct. 1, 1856	
Sept. 16, 1856	Service between Fulton and Jefferson City, 23 miles, reduced to three times a week.	856 00	Dec. 9, 1856	
-----do-----	Service discontinued ----	30 00	-----	Date of discontinuance not reported.
-----do-----	Route changed by ending at Celina, omitting St. Mary's, saving 10 miles, and extended by embracing Jordan, increasing distance $3\frac{1}{2}$ miles; saving on the whole change $6\frac{1}{2}$ miles.	45 00	Oct. 3, 1856	
-----do-----	Route changed by ending at Apple Creek, omitting Wooster, saving 6 miles, and embracing Winelow, increasing distance $4\frac{1}{2}$ miles; saving on whole change $1\frac{1}{2}$ mile.	23 00	Sept. 29, 1856	
-----do-----	Order of August 5, 1856, modified, so as to contract for \$175 per ann.	100 00	-----	Date of curtailment not reported.
-----do-----	Route to end at Hilton, saving 10 miles.	46 00	Sept. 30, 1856	
Sept. 17, 1856	Contract annulled -----	64 00	-----do-----	
-----do-----	Service discontinued ----	95 00	Sept. 20, 1856	
Sept. 18, 1856	-----do-----	70 00	-----	Date of commencement not reported. Do.
-----do-----	-----do-----	40 00	-----	
-----do-----	-----do-----	50 00	June 30, 1856	

Number and termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
8498. From Knoxville to Blountsville, Ten.	Summerson & Kent	Three times a week, in four-horse coaches.	108	\$3,500 00
8499. From Knoxville to Blountsville, Ten.	Summerson & Kent	.....do.....	119	2,500 00
8519. From Rogersville to Russellville, Ten.	C. Anderson.	Once a week, with certainty, celerity, and security.	16	80 00
1476. From Churubusco to Frontier, N. Y.	A. S. Anderson. ..	Once a week; mode not specified.	4½	26 00
1129. From Chatoaugay to Frontier, N. Y.	S. Calkin.....	.....do.....	9½	48 00
Special. Day's Store supplied from Underwood, Ky.	H. A. Parish.....	.....do.....	6	015 00
Special. Bremen supplied from St. Louis, Mo.	O. Hoyer.....	.....do.....	3	0100 00
3975. From Easton to Denton, Md.	T. Murphy.....	Three times a week; mode not specified.	20	290 00
5757. From Wadesboro' to Troy, N. C.	R. Heney.....	Once a week; mode not specified.	44	319 50
Special. Montcalm supplied from Blenville, La.	J. M. Arthur. ....	.....do.....	11	055 00
8635. From Raleigh to Brownsville, Tenn.	J. M. Moore.....	Twice a week; mode not specified.	52	875 00
7315. From Jackson to Le Grange, Miss.	L. & J. A. Simms..	Daily, with certainty, celerity, and security.	231	15,800 00
Special. Cave in Rock supplied from Elizabethtown, Ill.	Under authority to postmaster to engage service.	Once a week; mode not specified.	8	044 00
Special. Springtown supplied from Blakely, Ga.	.....do.....	.....do.....	10	052 00
13746. From Jamesville to Columbus, Wis.	A. Chapin.....	.....do.....	50	350 00
6436. From Gainesville to Clarksville, Ga.	W. Roling.....	Three times a week, in two-horse coaches	30	799 00
8278. From London to Russellville, Ky.	W. S. Evans.....	Three times a week, in two-horse coaches 9 months; horse residue of year.	98	2,550 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Sept. 18, 1856	Route to commence at Russellville, saving 50 miles.	\$1,620 00	Oct. 1, 1856	
....do.....	Route to commence at Russellville, saving 47 miles.	987 00	....do.....	
....do.....	Service discontinued	80 00	Sept. 26, 1856	
....do.....	.....do.....	26 00	.....	Date of discontinuance not reported.
....do.....	.....do.....	48 00	Sept. 30, 1856	
Sept. 19, 1856	.....do.....	15 00	.....	Do.
....do.....	.....do.....	100 00	.....	Do.
....do.....	.....do.....	290 00	Oct. 9, 1856	
....do.....	Order of July 8, 1856, to end at Troy modified, so as to extend to Pekin, omitting Montgomery and Troy, at \$104 50 additional, instead of \$194 50, dist. thereby being increased only 15 miles instead of 28 miles.	90 00	July 25, 1856	
Sept. 24, 1856	Service discontinued	55 00	.....	Do.
....do.....	.....do.....	875 00	Oct. 15, 1856	Superseded by railroad service.
....do.....	Route to commence at Canton, saving 26 miles.	1,000 00	Sept. 24, 1856	
....do.....	Service discontinued.....	44 00	.....	Date of discontinuance not reported.
Sept. 26, 1856	.....do.....	52 00	.....	Do.
....do.....	.....do.....	350 00	.....
....do.....	.....do.....	799 00	Oct. 2, 1856	
Sept. 27, 1856	Contract annulled.....	2,550 00	.....	Contractor failed to perform service agreeably to his contract. See land and water mails of this date.

Number and termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
1140. From Canton to Antwerp, N. Y.	H. Barnes.....	Three times a week, in two-horse coaches.	44½	\$587 00
Special. Marston supplied from Reedsburgh, Wis.	C. Keith.....	Once a week; mode not specified.	9	045 00
Special. Chippeway Falls supplied from Clear Water, Wis.	M. Rives.....	.....do.....	12	060 00
Special. Louisville supplied from Marysville, Tenn.	Sesler & Barnes...	Twice a week; mode not specified.	7	083 00
Special. James' Bayou supplied from Hickman, Mo.	Under authority to postmaster to engage service.	Once a week; mode not specified.	6	025 00
Special. Golansville supplied from Ruther Glen, Va.	S. T. Dickenson...	.....do.....	5	048 00
9022. From Washington to Lowell, Ohio.	W. W. Lanam.....	Three times a week to Sarahsville, twice a week residue of route, with certainty, celerity, and security.	52	710 00
1143. From Gouverneur to Lafargeville, N. Y.	D. Burr.....	Six times a week to Theresa, once a week residue of route; mode not specified.	29	490 00
1148. From Watertown to Smithville, N. Y.	W. Buckley.....	Three times a week; mode not specified.	12	240 00
13653. From Kenosha to Beloit, Wis.	Wheeler & Nichols	.....do.....	71	1,987 00
2816. From Newark to Parsippany, N. J.	J. A. Van Orden..	Six times a week, in two-horse coaches.	18	600 00
14588. From Terre Haute to Lafayette, Ind.	E. S. Alvord.....	Six times a week, with certainty, celerity, and security.	98	6,000 00
Special. Wesley Chapel supplied from Carrollton, Ala.	A. B. Speed.....	Once a week; mode not specified.	9	050 00
Special. New Prospect supplied from Hollow Square, Ala.	W. Anderson.....	.....do.....	6	025 00
Special. Sand Hill supplied from Hickory Level, Ga.	J. S. A. Williams..	.....do.....	3½	035 00
Special. Green Hill supplied from Cusseta, Ga.	Under authority to postmaster to engage service.	.....do.....	10	050 00
Special. Girard supplied from Fryer's Pond, Ga.	.....do.....	.....do.....	7	052 00
Special. Vernon supplied from Shiawassee, Mich.	.....do.....	.....do.....	2½	040 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Sept. 27, 1856	Route changed, after passing Fowler, to run to Gouverneur, omitting West Fowler and Antwerp, saving 6 miles.	\$79 00	Oct. 6, 1856	
Sept. 29, 1856	Service discontinued.....	45 00	.....	Date of discontinuance not reported. Do.
....do.....	.....do.....	60 00	.....
Oct. 3, 1856	.....do.....	83 00	.....	Do.
....do.....	.....do.....	25 00	.....	Do.
....do.....	.....do.....	48 00	.....	Do.
....do.....	Route to commence at Gambier, saving 3½ miles.	63 00	Oct. 13, 1856	
....do.....	Route to commence at Theresa, saving 18 miles of six times a week service.	400 00	Oct. 11, 1856	
....do.....	Two of the weekly trips discontinued.	160 00	Oct. 14, 1856	
Oct. 4, 1856	Route to end at Allen's Grove, saving 15½ miles.	434 00	Aug. 11, 1856	
Oct. 6, 1856	Three of the weekly trips between Pine Brook and Parsippany discontin'd.	33 00	Oct. 1, 1856, to April 1, 1857	
....do.....	Route to end at Attica, saving 25 miles.	1,530 00	Sept. 26, 1856	
Oct. 7, 1856	Service discontinued.....	50 00	.....	Do.
....do.....	.....do.....	25 00	.....	Do.
....do.....	.....do.....	35 00	.....	Do.
....do.....	.....do.....	50 00	.....	Do.
....do.....	.....do.....	52 00	.....	Do.
....do.....	.....do.....	40 00	.....	Do.

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
Special. Sanilac Mills supplied from Lexington, Mich.	B. Miller.....	Once a week; mode not specified.	6	\$50 00
Special. Mound City supplied from Valley Forge, Ill.	Under authority to postmaster to engage service.	-----do-----	8	\$100 00
4857. From Abingdon to Blountsville, Va.	Kent & Summerson	Six times a week, in four-horse coaches.	24½	999 00
7090. From Jasper to Springville, Ala.	C. M. Pearson.....	Once a week; mode not specified.	68	214 00
7383. From Thomaston to Carthage, Miss.	A. J. Bobbitt.....	-----do-----	26	76 00
1139. From Madrid Depot to Canton, N. Y.	R. R. C. Bridge...	Six times a week, in two-horse coaches.	11	200 00
1462. From Canton to Potsdam, N. Y.	N. S. Prentice	Six times a week, in two-horse coaches.	11	200 00
9438. From Apple Grove to Winterset, Iowa.	T. J. Adamson.....	Once a week; mode not specified.	48	299 00
3247. From Bloomsburg to Whitehall, Pa.	L. L. Tate.....	Three times a week : mode not specified.	14	150 00
Special. Spring Creek supplied from Pachitta, Ga.	J. Vinson.....	Once a week; mode not specified.	12	\$60 00
5748. From Olive Branch to Oak Grove, N. C.	J. Austin.....	-----do-----	17	150 00
7792. From Grand Lake to St. Joseph, La.	S. D. Oliver.....	Three times a week : mode not specified.	126	2,095 00
4904. From Goshen Bridge to Lewisburg, Va.	Harmon, Brown & Co.	Six times a week, from June 1 to September 30, in each year : three times a week residue of year, in four-horse coaches.	71	1,715 00
8925. From Arrow Rock to Georgetown, Mo.	A. Jenkins.....	Once a week; mode not specified.	42	225 00
Special. South Newry supplied from Bethel, Me.	-----do-----	-----do-----	5	\$26 00
3397. From New Bedford to Pulaski, Pa.	W. McClusky.....	Three times a week : mode not specified.	6	125 00

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Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Oct. 7, 1856	Service discontinued.....	\$50 00	-----	Date of discontinuance not reported.
-----do-----	-----do-----	100 00	-----	Do.
-----do-----	Route to commence at Bristol, saving 15 miles.	612 00	Oct. 1, 1856	
Oct. 14, 1856	Service discontinued.....	214 00	Nov. 1, 1856	
Oct. 18, 1856	Contract annulled.....	76 00	-----	Contractor declined carrying out order of February 18, 1856, curtailing route. See land and water mails of this date.
Oct. 18, 1856	Three of the weekly trips discontinued.	100 00	} Oct. 24, 1856	
	Route to end at Morley, saving 5½ miles.	50 00		
-----do-----	Service discontinued.....	200 00	Oct. 14, 1856	
Oct. 21, 1856	Route changed, after passing Fort Plain, to go by Linn, to Montpelier, omitting Winterset, saving 10 miles.	62 00	Nov. 1, 1856	
-----do-----	Acceptance rescinded; contract not executed.	150 00	-----	See land and water mails of this date.
Oct. 22, 1856	Service discontinued.....	60 00	Nov. 21, 1856	
-----do-----	-----do-----	150 00	Oct. 30, 1856	
Oct. 23, 1856	Order of May 14, 1855, for two additional weekly trips between Lake Providence and Milliken's Bend, rescinded.	595 00	-----	Never went into effect; contractor declined.
Oct. 24, 1856	Route to commence at Millboro' Springs, saving 5 miles.	121 00	July 14, 1856	
-----do-----	Route to end at Heath's Creek, saving 12 miles.	64 00	Nov. 5, 1856	
Oct. 25, 1856	Service discontinued.....	26 00	Sept. 25, 1856	
-----do-----	-----do-----	125 00	Nov. 3, 1856	

Number and termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
9089. From Youngstown to New Bedford, Ohio.	S. Price	Once a week ; mode not specified.	8	\$50 00
5232. From Cameron to Wheeling, Va.	R. H. McCleave .....	.....do.....	25	274 00
9407. From Cleveland to New Castle, Ohio.	.....	Six times a week, by railroad, to Warren ; residue of route in four-horse coaches.	85	3,643 00
1421. From Bridgeville to Sandburg, N. Y.	S. Smith	Once a week ; mode not specified.	9	45 00
7467. From Quitman to Columbus, Miss.	Jamison & Ficklin	Three times a week, in four-horse coaches.	125	5,300 00
4849. From Piedmont Station to Leeds Manor, Va.	R. H. McCleave	Twice a week ; mode not specified.	11	130 00
6119. From Laurens C. H. to Glen Springs, S. C.	Ward & Harvey	Three times a week, in hacks.	29	700 00
3240. From Northumberland to Spruce Creek, Pa.	M. Buoy	Six times a week to Lewisburg ; three times a week residue of route, in two-horse coaches.	78	1,820 00
14695. From Logansport to Camden, Ind.	Martin & Gilliford	Once a week ; mode not specified.	14	84 00
7778. From Shreveport to Nacogdoches, La.	J. & J. H. Truitt	Twice a week ; mode not specified.	100	1,325 00
7916. From Marshall to Mansfield, Texas.	J. & J. H. Truitt .....	.....do.....	65	945 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Oct. 25, 1856	Service discontinued ----	\$50 00	Nov. 5, 1856	These curtailments are made from Quitman for each period of time, as here stated.
----do-----	Route to end at Beeler's Station, saving 15 miles, and one additional weekly trip to be run on route as curtailed.	55 00	Nov. 4, 1856	
----do-----	Service changed on that part of the route between Youngstown and New Castle, so as to substitute Coitsville, New Bedford, and Marr, for Loweville and Edinburg.	200 00	Oct. 31, 1856	
----do-----	Route to end at Glen Wild, saving 5 miles.	25 00	Nov. 11, 1856	
Oct. 28, 1856	Route to commence at Marion, saving 28 miles.	114 00	Oct. 28, 1855, to Dec. 3, 1855.	
	Route to commence at Lauderdale Springs, saving 40 miles.	55 00	Dec. 4, 1855, to Dec. 15, 1855.	
	Route to commence at Scooba, saving 66 miles.	1,364 00	Dec. 16, 1855, to June 10, 1856.	
	Route to commence at Lockhart, saving 82 miles.	209 00	June 11, 1856, to July 2, 1856.	
	Route to commence at Macon Depot, saving 92 miles.	962 00	July 3, 1856, to Sept. 30, 1856.	
----do-----	Service discontinued ----	130 00	-----	
----do-----	One of the weekly trips discontinued.	233 00	June 11, 1856	
Oct. 29, 1856	Route to commence at Lewisburg, saving 8 miles.	186 00	Oct. 1, 1856	
----do-----	Route to commence at Cornucopia, saving 8 miles.	48 00	Nov. 8, 1856	
Oct. 30, 1856	Route to commence at Keatchie, saving 20 miles.	265 00	Nov. 24, 1856	
----do-----	Route to end at Keatchie, saving 22 miles.	319 00	----do-----	

Number and termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
Special. Hanover and Pulaaki supplied from Concord, Mich.	T. F. Cromwelling	Once a week ; mode not specified.	10	\$39 00
9900, (old.) From Glymont to Port Tobacco, Md.	Brimmer & Reamy	Six times a week ; mode not specified.	12	350 00
Special. Exira supplied from Hamlin's Grove, Iowa.	Under authority to postmaster to engage service.	Once a week ; mode not specified.	6	40 00
8477. From Double Springs to Crossville, Tenn.	Adkins & Patton	-----do-----	60	245 00
Special. Jacksonville supplied from West Union, Iowa.	Under authority to postmaster to engage service.	-----do-----	25	150 00
8813. From Herman to Jefferson City, Mo.	More & Walker	Daily. in four-horse coaches.	65	6,087 50
7350. From Pocalontas to Tuscumbia, Miss.	Jemison & Ficklin	Daily. in four-horse coaches.	94	2,276 00
5002. From Winchester to Staunton, Va.	A. W. Harmon	Six times a week, in two-horse coaches.	93	2,670 00
6017. From Florence to Cheraw, S. C.	Cheraw & Darlington Railroad Co.	Six times a week, by railroad.	40	1,714 29
9629, (old.) From Lancaster to Annville, Pa.	D. Lemar	Twice a week : mode not specified.	28	274 00
Special. West Zanesville supplied from Zanesville, Ohio.	J. S. Ward	Six times a week ; mode not specified.	1	50 00
5251. From Lewisburg to Raleigh C. H., Va.	S. Bailey	Once a week ; mode not specified.	57	279 00
7518. From Helena to Clarendon, Ark.	W. M. Davis	Three times a week, with certainty, celerity, and security.	64	1,150 00
Special. Flint Spring, Tenn., supplied from Red Clay, Ga.	W. F. Rice	Once a week ; mode not specified.	9	25 00
6830. From Ichepuckeeassa to Jernigan, Fla.	A. Jernigan, jr.	-----do-----	75	650 00
Special. Ganges supplied from Saugatuck, Mich.	Wm. Shafer	-----do-----	6	36 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Oct. 30, 1856	Service discontinued.....	\$39 00	-----	Date of discontinuance not reported.
-----do-----	-----do-----	350 00	April 8, 1856	
Nov. 3, 1856	-----do-----	40 00	-----	Do.
-----do-----	Route to end at Netherlands, saving 42½ miles.	173 00	Dec. 11, 1856	
Nov. 4, 1856	Service discontinued.....	150 00	-----	Do.
-----do-----	Contract annulled.....	6,087 50	-----	For new contract with More & Walker, see land and water mails of this date.
Nov. 6, 1856	Route to commence at Chawalla, saving 9 miles.	195 00	Sept. 18, 1856	
	Route to end at Benton, saving 11 miles.	238 00	Sept. 24, 1856	
Nov. 7, 1856	Additional service ordered April 9, 1856, discontinued	800 00	} Oct. 12, 1856	
	Service between Strasburg and Woodstock omitted, saving 12 miles.	241 00		
Nov. 8, 1856	Order of Dec'r 4, 1855, discontinuing Sunday service, modified so as to deduct \$285 71, instead of \$275 57.	10 14	Jan. 1, 1856	
Nov. 11, 1856	Service discontinued.....	274 00	March 1, 1856	
Nov. 15, 1856	-----do-----	50 00	-----	Date of discontinuance not reported.
Nov. 18, 1856	Route to commence at Blue Sulphur Springs, saving 13 miles.	39 00	Dec. 1, 1856	
Nov. 19, 1856	Service discontinued.....	1,150 00	Nov. 19, 1856	
Nov. 22, 1856	-----do-----	25 00	-----	Do.
-----do-----	-----do-----	650 00	-----	Do.
Nov. 25, 1856	-----do-----	36 00	-----	Do.

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
Special No Grove supplied from Troy Grove, Ill.	Under authority to postmaster to engage service.	Three times a week ; mode not specified.	Miles. 7	\$100 00
Special. Narrows supplied from Lafargeville, N. Y.	J. Collins.....	Twice a week ; mode not specified.	8½	050 00
Special. Cole's Mills supplied from Ashley, Ohio.	J. M. Cole.....	.....do.....	4	030 00
6802. From Jacksonville to Tallahassee, Fla.	P. A. Stockton...	Twice a week, in two-horse coaches.	194	4,294 00
13490. From Ottawa to Bristol, Ill.	Orcutt & Jenks...	Three times a week ; mode not specified.	30	744 00
8492. From Kingston to Tellico Plains, Tenn.	Wm. George.....	Twice a week ; mode not specified.	48	364 00
5683. From Berea to Oak Hill, N. C.	J. C. Briant.....	Once a week ; mode not specified.	11	40 00
7190. From Rogersville to Courtland, Ala.	J. Butler.....	.....do.....	11	95 00
2862 From Milford to Little York, N. J.	S. Wright.....	Three times a week ; mode not specified.	4	99 00
14574. From Brookeville to Versailles, Ia.	J. Lister.....	Once a week ; mode not specified.	32	350 00
1029. From Sing Sing to Pleasantville Depot, N. Y.	J. Rider.....	Six times a week, in stages.	6	150 00
13732. From Madison to Dodgeville, Wis.	H. Rowell.....	Once a week, in two-horse coaches.	59	275 00
Special. Pine Grove supplied from Union Church, Miss.	F. F. Herring....	Once a week ; mode not specified.	10	050 00
Special. Blue Bluff supplied from Manlius, Tex.	Under authority to postmaster to engage service.	.....do.....	12	0100 00
Special. Ogally supplied from Clear Water, Wis.	.....do.....	.....do.....	20	0100 00
Special. South Flint supplied from Danville, Iowa.	N. H. Maxon ....	.....do.....	5	035 00
15009. From Sidney to Nebraska City, Neb. Ter.	S. F. Nuckolls ...	.....do.....	14½	210 00
6139. From Lima to Titus, S. C.	S. Tinsleydo.....	9	21 50
Special. Harrisville supplied from Westville, Miss.	G. Grimes.....do.....	13	

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Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Nov. 25, 1856	Service discontinued.	\$100 00	-----	Date of discontinuance not reported.
....do.....	.....do.....	50 00	Nov. 18, 1856	
....do.....	.....do.....	30 00	-----	Do.
Nov. 29, 1856	Route to commence at Alligator, decreasing distance 70 miles.	1,550 00	Jan. 1, 1857	
Dec. 1, 1856	Route to commence at Newark, decreasing distance 19 miles.	471 00	Dec. 13, 1856	
Dec. 1, 1856	Route to commence at Madisonville, saving 29½ miles and \$219 per annum. One additional weekly trip, to be run on route as curtailed, at \$72 50 additional per annum.	146 50	Dec. 12, 1856	
....do.....	Service discontinued	40 00	Dec. 13, 1856	
Dec. 2, 1856	.....do.....	95 00	Dec. 10, 1856	
Dec. 3, 1856	.....do.....	99 00	Nov. 15, 1856	
Dec. 5, 1856	Route to commence at North Hogan, saving 18 miles.	190 00	Jan. 24, 1857	
....do.....	Service discontinued	150 00	Dec. 9, 1856	
....do.....	Route to commence at Arena, saving 35 miles.	163 00	Jan. 19, 1857	
Dec. 9, 1856	Service discontinued	50 00	-----	Do.
....do.....	.....do.....	100 00	-----	Do.
....do.....	.....do.....	100 00	-----	Do.
....do.....	.....do.....	35 00	-----	Do.
....do.....	Order of Feb. 29, 1856, for supply of Gaston, Iowa, rescinded.	21 00	-----	Not on the route.
....do.....	Service discontinued	21 50	Dec. 13, 1856	
Dec. 10, 1856	.....do.....	65 00	-----	Date of discontinuance not reported.

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
7462. From Steen's Creek to Brandon, Miss.	J. H. Brown.....	Once a week ; mode not specified.	14	\$100 00
9438. From Apple Grove to Montpelier, Iowa.	T. J. Adamson.....	.....do.....	38	237 00
7350. From Chewalla to Barton, Miss.	Jemison & Ficklin	Daily, in four-horse coaches.	52	1,127 00
9183. From Delaware to East Liberty, Ohio.	D. Slanker.....	Once a week ; mode not specified.	38	229 00
9338. From New Richmond to Blanchester, Ohio.	T. L. Nichols .....	.....do.....	42	340 00
14721. From Columbia City to Plymouth, Ia.	P. L. Runyan.....	Three times a week to Warsaw, once a week residue of route ; mode not specified.	49	257 00
Special. Columbia supplied from Andover, Ct.	C. W. Bill.....	Four times a week ; mode not specified.	4	80 00
Special. Chandlerville supplied from Virginia, Ill.	Y. Phelps	Once a week ; mode not specified.	10	50 00
Special. New Boston supplied from Winona, Min. Ter.	Under authority to postmaster to engage service.	.....do.....	18	90 00
Special. Pond Hill supplied from Yorkville, Tenn.	.....do.....	.....do.....	8	50 00
Special. Fish Pool supplied from Louisville, Ky.	.....do.....	.....do.....	10	60 00
6418. From Decatur to McDonough, Ga.	D. Grafton	Once a week ; mode not specified.	27½	149 00
2897. From Bridgeton to Cape Island, N. J.	W. J. Royal.....	Three times a week, in two-horse coaches.	69	308 00
Special. Algona, Johnson's Settlement, and Dakotah supplied from Fort Dodge, Iowa.	Under authority to postmaster to engage service.	Once a week ; mode not specified.	46	300 00
Special. Ceresco supplied from Algona, Iowa.	Under authority to postmaster to engage service.	Once a week ; mode not specified.	4	30 00
13257. From Urbana to Covington, Ill.	E. S. Alvord.....	Three times a week, with certainty, celerity, and security.	57	1,801 00
13681. From Watertown to Maysville, Wis.	G. Willsey.....	Once a week ; mode not specified.	28	148 58
13463. From Leyden Centre to Barrington, Ill.	W. Vernon	Once a week ; mode not specified.	27½	173 68
4868. From Lynchburg to Danville, Va.	W. H. Sayler	Three times a week, with certainty, celerity, and security.	76	673 00
6148. From Pickens C. H., S. C., to Dahlonaga, Ga.	H. W. Riley.....	Twice a week ; mode not specified.	88	690 00

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Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Dec. 10, 1856	Service discontinued ----	\$100 00	-----	Date of discontinuance not reported.
----do-----	Route to end at Lynn, saving 9 miles.	56 00	Nov. 1, 1856	
----do-----	Route to commence at Corinth, saving 10 miles.	216 00	Nov. 22, 1856	
Dec. 12, 1856	Route to end at Raymond, saving 6 miles.	36 00	Dec. 12, 1856	
----do-----	Route to end at Edenton, saving 7 miles.	57 00	Dec. 26, 1856	
----do-----	Service discontinued ----	257 00	Dec. 19, 1856	
Dec. 13, 1856	-----do-----	80 00	Dec. 16, 1856	Do.
----do-----	-----do-----	50 00	-----	
----do-----	-----do-----	90 00	-----	
----do-----	-----do-----	50 00	-----	Do.
----do-----	-----do-----	60 00	-----	Do.
----do-----	Route to commence at Stockbridge and end at Jonesborough, saving 19½ miles.	106 00	Jan. 1, 1857	Date of curtailment not reported.
----do-----	One of the weekly trips discontinued.	50 00	-----	
Dec. 15, 1856	Service discontinued ----	300 00	Oct. 14, 1856	
----do-----	-----do-----	30 00	-----	Date of discontinuance not reported.
Dec. 16, 1856	Route to commence at Danville, saving 41 miles.	1,295 50	Nov. 24, 1856	Do.
Dec. 18, 1856	Service discontinued ----	148 58	Dec. 3, 1856	
----do-----	-----do-----	173 68	-----	
----do-----	Contract annulled.....	673 00	Jan. 1, 1857	
Dec. 19, 1856	Route to commence at Walhalla, saving 13 miles.	102 00	Jan. 2, 1857	

Number and termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
8539. From Sevier C. H., Tenn., to Pickens C. H., S. C.	P. Seaton.....	Once a week ; mode not specified.	118	\$353 00
6846. From Stanfield's Landing to Abe Spring, Fla.	E. Branch	Once a week ; mode not specified.	22	150 00
7481. From Panola to Grenada, Miss.	L. & J. A. Sims ...	Three times a week ; mode not specified.	45	449 00
7332. From Panola, Miss., to Memphis.	.....do.....	Three times a week ; mode not specified.	64	450 00
3947. From Elkton to Cambridge, Md.	J. Wells.....	Six times a week, with certainty, celerity, and security. Oxford supplied three times a week from Trappe, 9 miles.	90	4,890 00
5825. From Grassy Creek to Elizabethtown, N. C.	J. Hardin	Once a week ; mode not specified.	56	206 00
14732a. From Laporte to Plymouth, Ind.	Cincinnati, Peru, and Chicago R. R. Co.	Six times a week, by railroad.	30	900 00
8619. From Waynesboro' to Salisbury, Tenn.	Sims Brothers & Co.	Three times a week, with certainty, celerity, and security.	101	} 2,240 00
With branch from Purdy to Matamoras, Tenn.	.....	.....	22	
Special. West Wilton supplied from East Wilton, N. H.	S. Woodbridge ...	Three times a week ; mode not specified.	2	36 00
Special. Shopiere supplied from Beloit, Wis.	J. Dunn	Twice a week ; mode not specified.	7	75 00
14008. From St. Paul, Min. Ter., to Dubuque, Iowa.	G. H. Marsh.....	Six times a week from November 15 to April 15 in each, once a week residue of year, with certainty, celerity, and security.	276½	9,218 00
1115. From Port Henry to Bridgeport, N. Y.	D. Judd.....	Once a week ; mode not specified.	10	95 00
443. From Vergennes to Westport, Vt.	P. Ferris	Twice a week ; mode not specified.	10	115 00
Special. Osage supplied from Freeman, Iowa.	J. Backus.....	Once a week ; mode not specified.	20	100 00
Special. Mount Meridian supplied from Nicholsonville, Ind.	T. C. Litton	Once a week ; mode not specified.	6	25 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Dec. 19, 1856	Route to end at Casher's Valley, saving 30 miles.	\$89 00	Jan. 9, 1857	
....do.....	Service discontinued	150 00	.....	Date of discontinuance not reported.
Dec. 20, 1856	.....do.....	449 00	Jan. 3, 1857	
....do.....	.....do.....	450 00	....do.....	
Dec. 24, 1856	Route to end at Trappe, saving 5 miles.	250 00	Jan. 1, 1857	
Dec. 26, 1856	Route to end at Doe River, saving 6 miles.	22 00	Jan. 16, 1857	
Dec. 27, 1856	Service discontinued	900 00	Dec. 31, 1856	This service is embraced on route No. 9050, Pittsburg to Plymouth. See additional allowances of this date.
....do.....	Branch route curtailed to end at Corinth, Miss., saving 4 miles.	78 00	Nov. 23, 1856	
Dec. 31, 1856	Service discontinued	36 00	.....	Date of discontinuance not reported.
....do.....	.....do.....	75 00	.....	Do.
....do.....	Service changed so as to omit supply of Pleasant Grove, Jordan, Fillmore and Carimonia, and to embrace supply of Chatfield and Preston, saving 4 miles.	133 38	.....	March 26, 1857, rescinded.
....do.....	Service discontinued	95 00	.....	Date of discontinuance not reported.
....do.....	.....do.....	115 00	Jan. 7, 1857	
Jan. 2, 1857	.....do.....	100 00	.....	Do.
Jan. 3, 1857	.....do.....	25 00	.....	Do.

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
6378. From Oglethorpe to Georgetown, Ga.	E. Burke & O. Martin.	Three times a week to Lumpkin, in buggies, residue of route on horse, once a week.	93½	\$1,484 00
14741. From Valparaiso to Rich, Ind.	J. D. Bonnell.....	Three times a week to Crow Point, once a week residue of route; mode not specified.	39	550 00
Special. Gill's Store supplied from Lynchburg, Tenn.	J. Reese	Once a week; mode not specified.	6	*24 00
13721. From Fox Lake to Dartford, Wis.	Davis & More	Once a week; mode not specified.	26	248 45
13361. From Virginia to Petersburg, Ill.	J. Sperrer	Once a week; mode not specified.	25	125 00
13256. From Atlanta to Peoria, Ill.	J. A. Williams.....	Twice a week to Pekin, six times a week residue of route; mode not specified.	49	2,000 00
1146. From Watertown to Ogdensburg, N. Y.	G. B. Phelps.....	Six times a week, in four-horse coaches.	60	2,380 00
1141. From Canton to Richville, N. Y.	W. Gill	Six times a week, in two-horse coaches.	17	400 00
1147. From Watertown to Ogdensburg, N. Y.	.....do	Six times a week, in four-horse coaches.	60	1,140 00
7533. From Elizabeth to Smithville, Ark.	E. Holt	Once a week; mode not specified.	52	319 00
Special. West Macedon supplied from Macedon, N. Y.	S. Colvin.....	Three times a week; mode not specified.	3	*39 00
271. From Lower Bartlett to Gorham, N. H.	G. W. M. Pitman.	Once a week; mode not specified.	24	100 00
5718. From Graham to Sumner's Mills, N. C.	J. B. McMurray .....	.....do.....	13	49 50
Special. South Exeter supplied from Exeter, Me.	W. Garland.....	Twice a week; mode not specified.	3	*30 00
3976. From Federalsburg, Md., to Concord, Del.	W. Cannon	Three times a week; mode not specified.	20	600 00
13082. From Rochester to Romeo, Mich.	J. S. Pearsall	Once a week; mode not specified.	13	49 00
4809. From Locust Grove to Danielsville, Va.	C. H. Bradshaw..	Twice a week; mode not specified.	9	100 00
Special. Walnut Bottom supplied from Smith's Mills, Ky.	J. H. Davis.....	Once a week; mode not specified.	8	*25 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Jan. 3, 1857	Route to end at Buena Vista, omitting Richland, Lumpkin, Bladen Creek, and Georgetown.	\$925 00	Jan. 16, 1857	
Jan. 6, 1857	Route to end at Crete, saving 5 miles.	37 00	Jan. 12, 1857	
Jan. 8, 1857	Service discontinued ----	24 00	-----	Date of discontinuance not reported.
----do-----	-----do-----	248 45	Jan. 12, 1857	
Jan. 9, 1857	-----do-----	125 00	Jan. 24, 1857	
----do-----	Side supply of Middletown and Prairie Creek from Delavan discontinued, saving 22 miles.	483 00	----do-----	
----do-----	Service, with the exception of side mail from Antwerp to Ogdensburg, discontinued.	1,600 00	Feb. 1, 1857	
----do-----	Service discontinued ----	400 00	----do-----	
----do-----	Route to commence at Richville.	-----	-----	See order of January 26, 1857.
----do-----	Route to commence at Jacksonport, saving 3 miles.	15 00	-----	Date of curtailment not reported.
Jan. 13, 1857	Service discontinued ----	39 00	-----	Date of discontinuance not reported.
----do-----	Route to end at Jackson, saving 20 miles and \$83, and run one additional weekly trip, at \$34 additional per annum.	49 00	Jan. 26, 1857	
Jan. 14, 1857	Route to commence at Gibsonville.	24 50	Jan. 24, 1857	
----do-----	Service discontinued ----	30 00	July 1, 1856	
Jan. 15, 1857	-----do-----	600 00	Jan. 12, 1857	
----do-----	Route to end at Mere, saving 3 miles.	11 30	Jan. 15, 1857	
----do-----	Service discontinued ----	100 00	Feb. 1, 1857	
Jan. 21, 1857	-----do-----	25 00	-----	Do.

Number and termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
Special. Scott's Station supplied from Cynthiana, Ky	Under authority to postmaster to engage service.	Once a week ; mode not specified.	8	\$25 00
Special. Vermontville supplied from Bloomingdale, N. Y.	J. C. Abbott.....	Twice a week ; mode not specified.	3	\$15 00
14781. From Hartford to Warren, Ind.	H. Van Cleave.....	Once a week ; mode not specified.	18	100 00
Special. Homeland supplied from Oak Shade, Va.	Under authority to postmaster to engage service.	Six times a week ; mode not specified.	6	\$30 00
13656. From Racine to Janesville, Wis.	W. Beswick.....	Three times a week ; mode not specified.	79½	1,220 00
13660. From Milwaukie to Geneva, Wis.	J. Wright	Once a week ; mode not specified.	43	250 00
13378. From Carthage to Nauvoo, Ill.	J. S. Gifford	-----do-----	20	95 00
Special. Sargentville supplied from Sedgwick, Me.	R. G. Sargent	Twice a week ; mode specified.	3	\$40 00
Special. Bangersville supplied from Franklin, Ind.	N. Jacobs	Once a week ; mode not specified.	6	30 00
13436. From Chicago, Ill., to Milwaukie, Wis.	E. B. Ward.....	Six times a week during season of navigation, in steamboats.	88	5,000 00
3388. From Franklin to Waterford, Pa.	J. Connell.....	Twice a week ; mode not specified.	53	624 00
1147. From Watertown to Ogdensburg, N. Y.	W. Gill	Six times a week, in four-horse coaches.	60	1,140 00
13444. From Chicago Ill., to Milwaukie, Wis.	Davis & More	Six times a week during season of navigation, three times a week residue of year ; mode not specified.	94	5,400 00
4920. From Lebanon White Sulphur Springs to Bath Alum, Va.	R. H. McCleave....	Three times a week ; mode not specified.	29	267 00
3937. From Hagerstown to Graceham, Md.	R. H. McCleave....	Twice a week ; mode not specified.	25	320 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Jan. 21, 1857	Service discontinued ----	\$25 00	-----	Date of discontinuance not reported.
----do-----	-----do-----	15 00	-----	Do.
----do-----	-----do-----	100 00	Aug. 1, 1855	
Jan. 22, 1857	-----do-----	30 00	Mar. 28, 1857	
----do-----	Route to end at Burlington, saving 45 miles.	690 57	Feb. 2, 1857	
----do-----	Route to end at Burlington, saving 10 miles.	58 00	Feb. 4, 1857	
----do-----	Service discontinued ----	95 00	Feb. 2, 1857	
Jan. 23, 1857	-----do-----	40 00	Jan. 27, 1857	
----do-----	-----do-----	30 00	-----	Do.
----do-----	-----do-----	5,000 00	Mar. 17, 1856	
----do-----	Route to end at Union Mills, saving 8 miles.	47 00	Mar. 13, 1857	
Jan. 26, 1857	Order of January 9, 1857, modified so as to commence route at Hermon Station, saving 42 miles and \$798; and run six additional weekly trips on route as curtailed, at \$342 additional per annum.	456 00	Feb. 1, 1857	
Jan. 26, 1857	Service reduced to three times a week the year round, saving \$1,350 per annum, and route curtailed to end at Waukegan, saving 59 miles and \$2,542 per annum.	3,892 00	Mar. 18, 1856	
Jan. 29, 1857	Service discontinued ----	267 00	Jan. 17, 1857	
Feb. 2, 1857	Route to end at Smithsburg, and deduct \$147 per annum; and run one additional weekly trip on route as curtailed, at \$57 additional per ann.	90 00	Feb. 9, 1857	

Number and termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
Special. Hedgesville supplied from Bathboneville, N. Y.	J. Prince.....	Once a week ; mode not specified.	7	\$36 00
3406. From Agnew's Mills to Cass, Pa.	A. Ritchey	do.....	12	55 00
3370. From Clearfield to Marron, Pa.	J. H. Larimore....	do.....	20	200 00
13277. From Charleston to Urbana, Ill.	R. Watten.....	do.....	54	400 00
Special. Cedora supplied from Felicity, Ohio.	T. Ross.....	do.....	4	\$20 00
13770. From Highland to Richland Centre, Wis.	D. McFarland....	Twice a week ; mode not specified.	39	650 00
14602. From Crawfordsville to Williamsport, Ia.	P. S. Scott.....	Three times a week ; mode not specified.	31	675 00
Special. Lick Branch supplied from Russell's Mills, Ia.	J. Stuart.....	Once a week ; mode not specified.	6	\$30 00
1414. From Liberty to Peapackon, N. Y.	E. Hall.....	Twice a week ; mode not specified.	38	438 00
6349. From Hawkinsville to Albany, Ga.	J. Freeman.....	Once a week ; mode not specified.	77½	449 00
9054. From Salem to Palmyra, Ohio.	W. Ward.....	Three times a week, with certainty, celerity, and security.	18	299 00
8562. From Shelbyville, Tenn., to Huntsville, Ala.	W. H. Moores....	Three times a week ; mode not specified.	57	842 00
3980. From Cambridge to Snow Hill, Md.	J. & W. H. Serman	Twice a week, in two & four-horse coaches.	54	1,122 00
13723. From Fox Lake to Dekorra, Wis.	Q. H. Barrow.....	Once a week ; mode not specified.	38	350 00
13790. From Portage City to Waupun, Wis.	C. D. Davis.....	Three times a week ; mode not specified.	42	550 00
13412. From Rock Island to Knoxville, Ill.	W. H. Holcomb..	Twice a week ; mode not specified.	50	624 00
Special. West Addison supplied from Addison, Vt.	H. Converse.....	Three times a week ; mode not specified.	4½	\$50 00
Special. Green's Store supplied from Middle Creek, Tenn.	M. Harrel.....	Once a week ; mode not specified.	12½	\$26 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Feb. 3, 1857	Service discontinued	\$26 00	Date of discontinuance not reported.
Feb. 5, 1857	.....do.....	55 00	Feb. 12, 1857
.....do.....	.....do.....	200 00	Feb. 10, 1857
.....do.....	Route to end at Pesotum, saving 15½ miles and \$114 81 per ann.; and run one addit'l weekly trip between Upper Embarrass and Pesotum, 9½ miles, at \$70 37 addit'l per annum.	44 44	Contractor declined.
.....do.....	Service discontinued	20 00	Date of discontinuance not reported.
.....do.....	.....do.....	650 00	Mar. 2, 1857
.....do.....	Route to end at Rob Roy, saving 6 miles.	130 00	Feb. 20, 1857	Do.
.....do.....	Service discontinued	30 00	.....
Feb. 6, 1857	Route to end at Shavertown, saving 4 miles.	46 00	Feb. 20, 1857	Date of curtailment not reported.
.....do.....	Route to commence at Vienna, saving 28 miles.	162 00	.....do.....
Feb. 7, 1857	Route to end at Deerfield, saving 5 miles.	83 00	Feb. 17, 1857	
.....do.....	Supply of Camargo omitted, saving 3 miles.	42 00	Date of curtailment not reported.
Feb. 12, 1857	Route to end at Salisbury, saving 34 miles and \$706 per annum; and run one addit'l weekly trip on route as curtailed, at \$208 addit'l per annum.	498 00	Feb. 23, 1857	
.....do.....	Service discontinued	350 00	Feb. 13, 1857	Date of discontinuance not reported.
.....do.....	Route to commence at Pardeeville, saving 8½ miles.	111 31	Mar. 16, 1857	
.....do.....	Route to end at Galesburg, saving 4 miles.	624 00	Feb. 20, 1857	
Feb. 14, 1857	Service discontinued	50 00	Jan. 19, 1857	Date of discontinuance not reported.
Feb. 18, 1857	.....do.....	26 00	.....

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
Special. Aspinwall supplied from Dubuque, Iowa.	W. D. Laucks.....	Once a week ; mode not specified.	<i>Miles.</i> 14	\$100 00
14672. From Lafayette to Oxford, Ia.	D. H. Connell	Twice a week ; mode not specified.	48	600 00
7083. From Tuscumbia to Chickasaw, Ala.	G. W. Wilburn	Once a week ; mode not specified.	29	225 00
5711. From Hillsboro' to Durham, N. C.	J. H. Watson	Six times a week ; mode not specified.	24	510 00
13185. From Swartz Creek to Byron, Mich.	E. Whitmore	Once a week ; mode not specified.	15	65 00
13002. From Detroit to Toledo, Mich.	A. Burrell	Daily, with certainty, celerity, and security.	61	2,990 00
9316. From Hamilton to Richmond, Ohio.	W. S. Watt	Daily ; mode not specified.	36	1,200 00
Special. Camp Creek supplied from Sal Soda, Ala.	Z. Daniel	Once a week ; mode not specified.	5	\$30 00
7387. From Gallatin to Covington, Miss.	W. W. Cook	Three times a week ; mode not specified.	122	1,780 00
Special. North Wethersfield supplied from North Java, N. Y.	E. Gardner	Twice a week ; mode not specified.	4	\$32 00
7900. From La Grange to Matagorda, Texas.	H. Tracy	Once a week ; mode not specified.	140	1,000 00
7957. From Gonzales to Richmond, Texas.	B. F. Moss .....	.....do.....	121	995 00
8022. From San Augustine to Woodville, Texas.	J. F. Palmer .....	.....do.....	70	460 00
6084. From Lancaster C. H. to Chesterfield C. H., S. C.	J. Funderlusk .....	.....do.....	53	440 00
Special. Gurleyville supplied from Mansfield Centre, Ct.	L. D. Brown	Four times a week ; mode not specified.	3½	\$75 00
9208. From Richmondale to Logan, Ohio.	M. Ratcliff	Once a week ; mode not specified.	38	400 00
3979. From Church Hill to Canterbury, Md.	B. P. Connerdo.....	32	249 00
13403. From Galesburg to Green river, Ill.	W. H. Holcombdo.....	45	398 00

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Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Feb. 18, 1857	Service discontinued ----	\$100 00	-----	Date of discontinuance not reported.
----do-----	Route to end at Williamsport, saving 24 miles.	300 00	Mar. 7, 1857	
Feb. 19, 1857	Service discontinued ----	225 00	Feb. 27, 1857	Date of curtailment not reported. June 4, 1857, order to curtail rescinded.
----do-----	Route to commence at Chapel Hill, saving 24 miles.	255 00	Feb. 20, 1857	
----do-----	Service discontinued ----	65 00	Mar. 5, 1857	
Feb. 20, 1857	Route to commence at Trenton, sav'g 15 miles; and five of the weekly trips between Trenton and Monroe, 25 miles.	736 17	} ----- {	
----do-----	Service reduced to tri-weekly.	1,050 25		
Feb. 21, 1857	Service discontinued ----	500 00	Mar. 6, 1857	Date of discontinuance not reported.
----do-----	One of the weekly trips discontinued.	30 00	March 3, 1857	
Feb. 21, 1857	Service discontinued ----	593 33	May 24, 1857	
Feb. 23, 1857	Service discontinued ----	32 00	-----	
----do-----	Service to commence at Columbus, saving 30 miles.	214 00	Mar. 18, 1857	Date of discontinuance not reported.
----do-----	Service to commence at Columbus, saving 50 miles.	411 00	Mar. 19, 1857	
Feb. 25, 1857	Service discontinued ----	460 00	Mar. 21, 1857	Date of discontinuance not reported.
----do-----	Route to end at Jefferson, omitting Pine Tree, Mount Croghan, and Chesterfield C. H., and change route on return trip so as to embrace Old Store.	110 00	April 9, 1857	
Feb. 27, 1857	Service discontinued ----	75 00	Feb. 15, 1857	Date of discontinuance not reported.
----do-----	Route to commence at Gillespieville, saving 5 miles.	52 00	Mar. 16, 1857	
Feb. 28, 1857	Service discontinued ----	249 00	Mar. 17, 1857	Date of discontinuance not reported.
--- do-----	Route to end at Colous Station, saving $\frac{1}{2}$ a mile.	4 42	Mar. 19, 1857	

Number and termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
Special. Persons, Elton, and Colbert, Ala., supplied from Columbus, Ga.	A. Haygood	Twice a week; mode not specified.	32	\$150 00
3972. From Head of Sassafras to Denton, Md.	T. Murphy	Three times a week; mode not specified.	41	875 00
3990. From Draw Bridge to Federalsburg, Md.	W. H. Conaway .....	.....do.....	31	318 00
Special. Cincinnati supplied from Saline, Mo.	G. L. Hardy	Once a week; mode not specified.	6	24 00
Special. Sidney supplied from Homer, Ill.	N. Nox .....	.....do.....	7	35 00
Special. Two-mile Creek supplied from Buford, Ky.	T. W. Hood .....	.....do.....	6	40 00
Special. Allensville supplied from Roxborough, N. C.	R. C. Burch	Once a week; mode not specified.	8	60 00
5030. From Winchester to Moorefield, Va.	R. H. McCleave .....	.....do.....	65	745 00
9411. From Eddyville to Knoxville, Iowa.	E. Jones .....	.....do.....	33	165 00
14045. From Reed's Land ing to Jordan, Min. Ter.	C. Hill	Twice a week, in a two-horse vehicle.	40	1,000 00
Special. Berry's Mills supplied from Caseyville, Ky.	Under authority to postmaster to engage service.	Once a week; mode not specified.	6	20 00
9371. From Farmersburg to Prairie du Chien, Iowa.	W. L. Littrell	Twice a week, in two-horse coaches.	12	172 00
Special. Manhattan supplied from Tanumee, K. T.	Under authority to postmaster to engage service.	Once a week; mode not specified.	4	40 00
Special. Shoobota supplied from Beaver Dam, Miss.	.....do.....	.....do.....	5	25 00
Special. Breckenridge supplied from Medoc, Mo.	.....do.....	.....do.....	5	40 00
Special. Medocs supplied from Carthage, Mo.	A. Worley .....	.....do.....	16	100 00
Special. Streetsboro' supplied from Earlville, Ohio.	Under authority to postmaster to engage service.	Twice a week; mode not specified.	34	36 00
Special. Egypt Mills supplied from Belmont, Ohio.	G. W. Fox	Once a week; mode not specified.	4	20 00
9267. From Van Wert to Cranesville, Ohio.	D. A. Baker .....	.....do.....	30	209 00
7059. From Chattanooga, Tenn., to Decatur, Ala.	J. Williams	Three times a week, in steamboats.	202	8,357 00
7051. From Guntersville, Ala., to Jasper, Tenn.	D. M. Martin	Once a week; mode not specified.	72	385 00
Special. Sulphur Springs supplied from Leak's Store, Ark.	F. A. Martin .....	.....do.....	9	75 00
7137. From Barryton, Ala., to Quitman, Miss.	J. H. Evans .....	.....do.....	37	390 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
March 2, 1857	Service discontinued	\$150 00	-----	Date of discontinuance not reported.
March 3, 1857	Route to end at Greenboro', saving 8 miles.	170 00	-----	March 13, 1857, rescinded.
-----do-----	Route to commence at Vienna, saving 11 miles.	123 00	-----	Date of curtailment not reported.
Mar. 13, 1857	Service discontinued	24 00	-----	Date of discontinuance not reported.
-----do-----	-----do-----	35 00	-----	Do.
-----do-----	-----do-----	40 00	-----	Do.
-----do-----	-----do-----	60 00	-----	Do.
-----do-----	Capron Springs omitted from route.	70 00	Mar. 20, 1857	
-----do-----	Service discontinued	165 00	Mar. 30, 1857	
-----do-----	-----do-----	1,000 00	Mar. 28, 1857	
Mar. 18, 1857	-----do-----	20 00	-----	Do.
-----do-----	-----do-----	172 00	April 1, 1857	
Mar. 19, 1857	-----do-----	40 00	-----	Do.
-----do-----	-----do-----	25 00	-----	Do.
-----do-----	-----do-----	40 00	-----	Do.
-----do-----	-----do-----	100 00	-----	Do.
Mar. 20, 1857	-----do-----	36 00	-----	Do.
-----do-----	-----do-----	20 00	-----	Do.
-----do-----	-----do-----	209 00	July 1, 1856	
Mar. 21, 1857	-----do-----	8,357 00	Mar. 31, 1857	
-----do-----	Route commence at Bellefonte, saving 36 miles.	192 00	April 1, 1857	
Mar. 25, 1857	Service discontinued	75 00	-----	Do.
-----do-----	Route end at Nicholson's Store, saving 20½ miles.	216 00	April 30, 1857	

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			Miles.	
7710. From Clinton to Liberty, La.	P. Layhee	Three times a week ; mode not specified.	28	\$745 00
13719. From Waupun to Waukan, Wis.	J. G. Clark	Once a week ; mode not specified.	36	156 00
13331. From Belleville to Mount Hawkins, Ill.	Hawkins & Co.	Twice a week to Sparta, once a week residue of route ; mode not specified.	89	542 09
13476. From St. Charles to Sycamore, Ill.	W. P. Burroughs ..	Twice a week ; mode specified.	20	375 00
13341. From Hillsboro' to Woodburn, Ill.	M. T. Davis .....	.....do.....	35	341 46
6821. From Ocala to Adamsville, Fla.	A. D. Johnson	Once a week ; mode not specified.	30	199 00
6826. From Homosassa to Long Pond, Fla.	J. E. Allen .....	.....do.....	72	720 00
Special. West's Store supplied from Washington College, Tenn.	S. Beard .....	.....do.....	5	32 00
8966. From Papinsville to Carthage, Mo.	J. Stretton .....	.....do.....	81	320 00
Special. Dallas supplied from Knoxville, Iowa.	Under authority to postmaster to engage service.	.....do.....	12	75 00
Special. Hornsborough supplied from Mount Croghan, S. C.	.....do.....	.....do.....	4½	24 00
Special. Lynchwood supplied from Camden, S. C.	L. W. R. Blain .....	.....do.....	18	10 00
Special. Pleasant Grove supplied from Chatfield, Min. Ter.	Under authority to postmaster to engage service.	.....do.....	12	100 00
Special. Fillmore supplied from Jordan, Min. Ter.	.....do.....	.....do.....	6	40 00
8628. From Bolivar to Memphis, Tenn.	R. E. Smith	Three times a week, in buggies.	68	2,095 00
8312. From Columbia to Burkesville, Ky.	E. K. Owaley	Three times a week ; mode not specified.	30	375 00
8559. From Manchester to Estill Springs, Tenn.	F. H. Ragsdale	Once a week ; mode not specified.	16	110 00
Special. Latham's Mills supplied from Dresden, Tenn.	E. P. Latham .....	.....do.....	10	80 00
10. From Augusta to Norridgewock, Me.	V. D. Pinkham	Three times a week, in four-horse coaches.	42	484 00
9321. From Burlington to Fairfield, Iowa.	E. S. Alvord	Six times a week, with certainty, celerity, and security.	51	1,945 00
5837. From Thomasville to Thomasville, N. C.	A. Clinard	Twice a week ; mode not specified.	Equal to 11½	85 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Mar. 25, 1857	Two of the weekly trips discontinued.	\$496 00	April 16, 1857	
Mar. 26, 1857	Service discontinued ----	156 00	April 10, 1857	
....do.....	Route to end at Sparta, saving 53 miles.	229 87	April 27, 1857	
....do.....	One of the weekly trips discontinued.	187 50	April 16, 1857	
....do.....	Route to commence at Walshville, saving 11 miles.	107 25	April 14, 1857	
....do.....	Service discontinued ----	199 00	May 1, 1857	
April 4, 1857	Contract annulled.....	720 00	April 29, 1857	See land and water mails of this date. Date of discontinuance not reported.
....do.....	Service discontinued....	32 00	.....
April 8, 1857	Route to commence at Little Osage, saving 12 miles.	47 00	May 11, 1857	
....do.....	Service discontinued ----	75 00	.....	Do.
....do.....	.....do.....	24 00	.....	Do.
....do.....	.....do.....	10 00	.....	Do.
....do.....	.....do.....	100 00	.....	Do.
....do.....	.....do.....	40 00	June 30, 1857	
....do.....	Route to end at Raleigh, saving 9 miles.	277 00	April 14, 1857	
....do.....	One of the weekly trips discontinued.	125 00	April 22, 1857	
April 10, 1857	Service discontinued ----	110 00	April 24, 1857	
....do.....	.....do.....	80 00	.....	Do.
....do.....	.....do.....	484 00	April 15, 1857	
April 25, 1857	Route to commence at Mount Pleasant, saving 26 miles.	991 00	April 5, 1857	
....do.....	One of the weekly trips discontinued.	42 50	May 1, 1857	

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
7350. From Corinth to Barton, Miss.	Jemison & Ficklin	Daily, in four-horse coaches.	45	\$970 00
12. From Green Depot to Leeds, Me.	B. F. Leonard	Twice a week; mode not specified.	9	74 75
Special. Eakin supplied from Irwin's Station, Pa.	R. Eakin .....	.....do.....	5	50 00
Special. Fitzhenry supplied from Rostraver, Pa.	S. Timins .....	.....do.....	3	25 00
Special. White Hall supplied from Mitchellsville, Tenn.	J. Hubdy .....	.....do.....	7	50 00
Special. West Branch supplied from Richland Centre, Wis.	Under authority to postmaster to engage service.	Once a week; mode not specified.	12	55 00
Special. Manlyville supplied from Paris, Tenn.	J. J. Weatherby ..	.....do.....	12	100 00
7350. From Buzzard Roost, to Corinth, Miss.	Jemison & Ficklin.	Daily, in four-horse coaches.	39	848 00
8259. From Grayson to Greenup C. H., Ky.	I. C. Ball	Once a week; mode not specified.	25	137 50
13100. From Owasco to Lyons, Mich.	W. S. Ament ....	.....do.....	53	300 00
7082. From Tusculumbia, Ala., to Columbus, Miss.	Jemison & Ficklin.	Three times a week to Aberdeen, six times a week residue of route, in four-horse coaches.	127	1,900 00
7387. From Gallatin to Covington, Miss.	W. W. Cook	Twice a week	122	1,186 67
13407. From Monmouth to Hopper's Mills, Ill.	R. G. Day	Once a week; mode not specified.	23	99 00
9012. From Steubenville to Bowling Green, Ohio.	J. Clark .....	.....do.....	15	98 00
9283. From Skunk to Gilead, Ohio.	D. A. Baker .....	.....do.....	11	72 00
8337. From Brandenburg to Clover Port, Ky.	H. C. Reed .....	.....do.....	46	300 00
Special. Goshen and Forestdale supplied from Brandon, Vt.	W. Chapman	Three times a week; mode not specified.	6	50 00
8916. From Westport to West Point, Mo.	C. Kerr	Once a week; mode not specified.	56	300 00
5023. From Lexington to Bath Alum, Va.	Harman, Brown & Co.	Daily, in four-horse coaches, during watering season, once a week residue of the year.	36	407 75
13790. From Pardeeville to Waupun, Wis.	C. D. Davis	Three times a week; mode not specified.	33	438 69
9378. From Ion, Iowa, to Prairie du Chien, Wis.	L. Cardin	Once a week; mode not specified.	9	90 00

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Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
April 25, 1857	Route to end at Buzzard Roost, saving 6 miles.	\$130 00	Oct. 23, 1856	
....do.....	Route to end at South Leeds, saving 4 miles.	33 00	Aug. 23, 1856	
....do.....	Service discontinued	50 00	.....	Date of discontinuance not reported.
....do.....	.....do.....	25 00	.....	Do.
....do.....	.....do.....	50 00	.....	Do.
....do.....	.....do.....	55 00	July 1, 1856	
....do.....	.....do.....	100 00	.....	Do.
....do.....	.....do.....	848 00	Mar. 29, 1857	
....do.....	.....do.....	137 50	May 12, 1857	
....do.....	Route to commence at Duplain, saving 16 miles.	91 00	May 14, 1857	
April 29, 1857	Route to commence at Aberdeen, saving 99 miles.	1,214 00	May 13, 1857	
....do.....	One of the weekly trips discontinued.	50 00	May 24, 1857	
April 30, 1857	Service discontinued	99 00	May 11, 1857	
....do.....	.....do.....	98 00	May 6, 1857	
....do.....	.....do.....	72 00	.....	June 23, 1857, rescinded.
May 7, 1857	Route to end at Cedar Grove, saving 21 miles.	137 00	May 14, 1857	
....do.....	Route to commence at Forestdale, saving 3 miles.	25 00	.....	Date of curtailment not reported.
....do.....	Route to end at Lodi, saving 11 miles.	59 00	June 1, 1857	
....do.....	Route to end at Millboro' Springs, saving 8 miles.	90 50	Feb. 27, 1857	
....do.....	Service discontinued	438 69	.....	Date of discontinuance not reported.
....do.....	.....do.....	90 00	May 23, 1857	

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
Special. Reform supplied from Lexington, Ky.	B. F. Castleman..	Three times a week ; mode not specified.	6½	°\$50 00
5026. From Shanghai to Glengary, Va.	G. W. Everhart ..	Once a week ; mode not specified.	4	36 00
3193. From York to Harrisburg, Pa.	Northern Central Railway Co.	Twice daily, by railroad.	27	5,400 00
13155. From Battle Creek to Cold Water, Mich.	Butterworth and Peterson.	Three times a week, in two-horse coaches.	32	250 00
15212. From Westport, Mo., to Council Grove, K. Ter.	J. Hall.....	Once a week, in four-horse coaches.	131½	1,700 00
8800. From Jefferson City to Boonville, Mo.	Moore & Walker..	Daily, in four horse coaches.	46	3,890 00
8827. From Jefferson City to Glasgow, Mo.	.....do.....	Six times a week, with certainty, celerity, and security.	66	7,006 00
8871. From Glasgow to Liberby, Mo.	.....do.....	Three times a week, in four-horse coaches.	122	6,394 00
8907. From Liberty to Weston, Mo.	.....do.....	Three times a week, with certainty, celerity, and security.	30	1,350 00
8910. From Independence to Liberty, Mo.	.....do.....	Three times a week, in two-horse coaches.	12	600 00
8926. From Booneville to Independence, Mo.	.....do.....	Daily, in four-horse coaches.	115	8,990 00
9386. From Quasqueton to Vinton, Iowa.	H. B. Hatch.....	Once a week ; mode not specified.	25	135 00
Special. Olive Hill supplied from Barnsville, Ohio.	J. C. Grimes.....	.....do.....	4	°20 00
Special. Four-Mile Valley supplied from Beechy Mill, Ia.	S. Stough .....	.....do.....	4½	°20 00
9007. From Wheeling, Va., to Carrollton, Ohio.	E. McGuire.....	.....do.....	47	300 00
13002. From Detroit to Toledo, Mich.	A. Burrell.....	Daily, with certainty, celerity, and security.	61	2,990 00
14646. From Anderson to Alexandria, Ia.	W. V. Shanklin...	Once a week ; mode not specified.	11	147 00
13445. From Chicago to Waukegan, Ill.	M. McVey	Twice a week ; mode not specified.	38	416 00
14679. From Strawtown to Marion, Ia.	R. Price.....	Once a week ; mode not specified.	43	210 00
9386. From Piqua to Sidney, Ohio.	S. Doyle	Six times a week, in four-horse coaches	12	1,000 00
5260. From Alum Springs to Goshen Bridge, Va.	Harman, Brown & Co.	Six times a week during watering season ; mode not specified.	18	100 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
May 7, 1857	Service discontinued ----	\$50 00	-----	Date of discontinuance not reported. May 23, 1857, rescinded. Superseded by extension of No. 8904, Baltimore to Columbia.
May 11, 1857	-----do-----	36 00	-----	
-----do-----	-----do-----	5.40 00	July 1, 1856	
May 12, 1857	-----do-----	250 00	May 21, 1857	
-----do-----	-----do-----	1,700 00	June 3, 1857	
May 13, 1857	-----do-----	3,890 00	May 31, 1857	
-----do-----	-----do-----	7,006 00	-----do-----	
-----do-----	-----do-----	6,394 00	-----do-----	
-----do-----	-----do-----	1,350 00	May 30, 1857	
-----do-----	-----do-----	600 00	-----do-----	
-----do-----	-----do-----	8,990 00	May 31, 1857	Date of discontinuance not reported. Do.
May 14, 1857	-----do-----	135 00	May 27, 1857	
May 21, 1857	-----do-----	20 00	-----	
-----do-----	-----do-----	20 00	-----	
May 22, 1857	-----do-----	300 00	June 1, 1857	
-----do-----	Route to commence at Monroe, saving forty miles.	1,961 00	June 2, 1857	
-----do-----	Service discontinued ----	147 00	May 30, 1857	
-----do-----	-----do-----	416 00	-----do-----	
-----do-----	Route to end at Alexandria, saving 24 miles.	117 00	June 2, 1857	
-----do-----	Service discontinued ----	1,000 00	May 20, 1857	
-----do-----	-----do-----	100 00	May 31, 1857	

Number and termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
13375. From Winchester to Pittsfield, Ill.	D. J. Kirkman....	Once a week ; mode not specified.	20	\$198 00
3106. From Tuscarora to Ringtown, Pa.	C. Bower.....	.....do.....	18	195 00
5718. From Gibsonville to Summers' Mills, N. C.	J. B. McMaury ...	.....do.....	5	25 00
5839. From Eagle Rock to Earsboro', N. C.	W. Lee .....	.....do.....	8	40 00
13257. From Danville to Covington, Ill.	E. S. Alvord.....	Three times a week, with certainty, celerity, and security.	16	505 88
5219. From Junction to Ashland, Va.	J. H. Harris	Three times a week ; mode not specified.	11	250 00
4818. From Bowling Green to Thornsburg, Va.	R. M. Keannan ..	Twice a week ; mode not specified.	20	250 00
4820a. From Junction to Bowling Green, Va.	J. J. Ennis	Daily ; mode not specified.	21½	2,125 00
13725. From Columbus to Oak Grove, Wis.	G. Willsey.....	Once a week ; mode not specified.	15	208 00
5086. From Pruntytown to Beverly, Va.	G. Brainard.....	Three times a week ; mode not specified.	48	589 00
5059. From Fetterman to Parkersburg, Va.	J. C. Atcheson ...	Six times a week to Clarksburg, three times a week residue of route.	99	4,400 00
5720. From Reidville to Danville, with branch from Yanceyville to Haw River, N. C.	G. V. Nolley.....	Six times a week between Yanceyville and Danville, and between Yanceyville and Haw River ; three times a week residue of route.	76	1,325 00
6808. From Indian River to Miami, Fla.	W. F. Russell.....	Once a month ; mode not specified.	180	350 00
3314. From Greensboro' to West Newton, Pa.	J. R. Farr.....	Once a week ; mode not specified.	16	99 84
3128. From Catasauga to Cherryville, Pa.	C. Seagreaves....	Three times a week ; mode not specified.	13	225 00
3120. From Allentown to Cherryville, Pa.	.....do.....	.....do.....	16	275 00
6305. From Americus, Ga., to Tallahassee, Fla.	Wright, Griffin, & Mott.	Six times a week to Thomasville, three times a week residue of route, in four-horse coaches.	136½	6,685 00
6385. From Americus to Cuthbert, Ga.	W. M. Brady.....	Three times a week, in two or four-horse coaches.	40	500 00

CONTRACTS FOR CARRYING THE MAILS.

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Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
May 29, 1857	Route to commence at Florence, saving four miles.	\$40 00	June 16, 1857	
....do.....	Service discontinued	195 00	June 1, 1857	
June 2, 1857	.....do.....	25 00	June 30, 1857	
....do.....	.....do.....	40 00	....do.....	
June 4, 1857	Route to commence at Marshfield, saving seven miles.	221 34	Aug. 9, 1857	
....do.....	Service discontinued	250 00	May 29, 1857	
....do.....	Route to commence at Guiney's, saving ten miles.	105 00	June 9, 1857	
....do.....	Service discontinued	2,125 00	June 7, 1857	
June 5, 1857	.....do.....	208 00	June 10, 1857	
June 9, 1857	Route to commence at Webster, saving 3½ miles.	39 00	June 29, 1857	
....do.....	Service discontinued	4,400 00	June 13, 1857	
....do.....	.....do.....	1,325 00	June 1, 1857	
....do.....	.....do.....	350 00	June 30, 1857	
....do.....	.....do.....	99 84	June 11, 1857	
....do.....	.....do.....	225 00	June 18, 1857	
....do.....	.....do.....	275 00	June 13, 1857	
June 10, 1857	Route commence at Sumter City, saving ten miles.	566 00	Dec. 1, 1856	
....do.....	Service discontinued	500 00	June 18, 1857	

Number and termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
8227. From Carrollton to Springport, Ky.	H. Grobmeyer.....	Twice a week; mode not specified.	16	\$200 00
Special. West Bend supplied from Bolivar, Mo.	Under authority to postmaster to engage service.	Once a week; mode not specified.	12	36 00
13791. From Portage City to Watertown, Wis.	Davis & Moore.....	Three times a week, with certainty, celerity, and security.	54	1,876 60
13404. From Knoxville to Tiskilwa, Ill.	W. H. Holcomb..	Twice a week; mode not specified.	60	860 00
8580a. From Elkton, Tenn., to Bowling Springs, Ala.	J. Wales	do.....	4	12 00
14566. From Brownstown to Seymour, Ind.	C. B. Johnson....	Six times a week; mode not specified.	10	450 00
14521a. From Orleans to Vincennes, Ia.	J. N. Eastham ...	Three times a week, with certainty, celerity, and security.	54	3,600 00
13674. From Waukesha to Cedarburg, Wis.	J. E. Thompson..	Once a week; mode not specified.	34	201 00
4914. From Charlottesville to Lynchburg, Va.	J. L. Heiskel	Three times a week, in four-horse coaches.	69	1,800 00
8498. From Russellville to Blountsville, Tenn.	Kent, Ficklin, and Peyton.	do.....	58	1,880 00
8499. From Russellville to Blountsville, Tenn.	do.....	do.....	62	1,513 00

Continued.

	Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
24	June 10, 1857	Route to end at Port Royal, saving 4 miles.	\$50 00	June 22, 1857	Date of discontinuance not reported.
25	June 12, 1857	Service discontinued	36 00	-----	
1.15	-----do-----	Route to end at Columbus, saving 21 miles.	730 00	June 1, 1857	
26	June 16, 1857	Route to commence at Walnut Grove, saving 10 miles.	143 00	July 15, 1857	
17	June 22, 1857	Service discontinued	12 00	Jan. 1, 1857	
450	June 23, 1857	-----do-----	450 00	May 22, 1857	
3,600	-----do-----	-----do-----	3,600 00	May 23, 1857	
201	-----do-----	-----do-----	201 00	July 10, 1857	
1,800	-----do-----	-----do-----	1,800 00	June 30, 1857	
1.50	June 24, 1857	Contract annulled	1,800 00	June 21, 1857	Superseded by new contract.—See land and water mails of this date.
1.51	-----do-----	-----do-----	1,513 00	June 7, 1857	-----do-----



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